

# THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., MONDAY, JULY 19, 1909—VOL. I, NO. 196.

PRICE TWO CENTS.

## CONFEREES ADOPT THE AMENDED TAX FOR CORPORATIONS

Holding Companies, Mutual Benefit Insurance, Building and Loan Associations Are Exempted.

## KILLS HOUSE BILL

Marks the Final Step but One and Now Is Practically Assured of Being Enacted Into Law.

WASHINGTON—The tariff conferees today agreed to adopt the corporation tax amendment as re drafted by Attorney General Wickersham, with the assistance of Senator Root.

The tax is made one per cent on net earnings and holding companies are exempted. There are also exemptions of mutual benefit insurance and building and loan associations. Both the attorney general and Senator Root appeared before the conferees to explain the details of this measure.

It will take the place of the inheritance tax, which was adopted by the House.

## Boston Will Be Notified When Tariff Is in Effect

Collector of the Port George H. Lyman is in receipt of advices today from the treasury department at Washington informing him that he will receive prompt notice when the new tariff act now under discussion becomes operative. The order reads as follows:

The department will promptly advise you by telegram when the new tariff act becomes operative. You will, however, continue to assess estimated duties on imported merchandise at the rates provided for under the tariff act of July 24, 1897, but will suspend liquidation of the entries until receipt of the official copy of the new tariff act which will be forwarded to you by this department at the earliest practicable moment, and upon

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## GIRDERS IN HARVARD BRIDGE DRAW FOUND TO BE IN BAD SHAPE

These men who began work today repairing the draw of Harvard bridge, found some of the hardpine girders so rotten that two or three inches of their upper surfaces could easily be crumpled in the hand. The condition of a part of the heavy girders was so bad that most of the nails and spikes used in fastening them were imbedded only in rotten wood.

They have been in place ever since the bridge was built, about 19 years ago. The effects of nearly a score of years' wear and tear, even upon the hardpine, which withstands such unfavorable conditions about as well as any wood obtainable here, were evident even to casual observers who viewed the supports after the wooden flooring had been removed.

The report that the piling of the Harvard bridge was defective and that work was to be done at it at this time is not true. All that is to be done now is to put the draw in safe condition. It has settled about an inch and one half, especially on the northwest corner, which for some time has made it more or less difficult to open and close it.

A large force of men is removing the flooring, street-car rails and girders, preparatory to repairing the structure, which is expected to take about two weeks. By tonight the deck of the draw should be out of the way, and it is the plan to swing the draw around so that it will come directly over the pier structure some time tomorrow, to give the crew of the Boston Bridge Works opportunity to put in sets of six plates each under the four corners of the superstructure, where it rests on the drum or turning mechanism of the draw. Each of these steel plates is one half inch thick, so that the six will raise the draw three inches. This will cover the one and one half inch that it has settled and will allow for similar settling in the future.

## PERSIAN EXILE IN BOSTON

Nasr ed Din Hafiz el Mirza is the guest of the Argentine Viscount Angel Romeo at 16 Hollis street. He says he is a political exile and is here to enlist aid for the Persian revolution. His father was Hafiz Khan, the title khan signifying a powerful nomadic chief and having also the meaning of prince.

**TAFT CATTLE FOR CANAL**  
TAFT, Tex.—Charles P. Taft's meat packing plant here will soon be in operation. It has secured a contract to supply 1600 dressed beavers per month to government employees on the Panama canal.

## MONITORIALS

BY Nixon Waterman

### AN OPEN LETTER.

When Music, charming maid, was young, I wish some one had told her, Ere she a single note had sung, To keep the peace, when older. And with my ear with noise distraught I write her this epistle To say I spurn her since she taught All office boys to whistle.

I set me down to write, when, lo! From hall and elevator, I hear their piercing notes and so I really must bemoan her. And then, to add unto my woe! There comes an organ grinder! O Music! Won't she catch it, though If I shall ever find her!

I sometimes wonder had she known Of things to follow later— When all the world would be so prone To try to imitate her. Would she have thought her hobby yet The wise and proper career? If so, I really hope she'll get Marked copies of this paper!

The discovery in German southwest Africa of diamond fields worth \$250,000,000 may make those jewels too cheap to imitate and we shall no longer say:

In buying diamonds let's not hestate For fear the dealers trick us And sell us jewels made of paste With which they sometimes "stick" us.

The extent to which it figures in fiction shows that authors think the automobile will help to give their stories a good run.

Some still insist that if President Taft will only indicate what he would do if it came to the worst, the worst won't come.

WANTED: AN UMBRELLA.

Self-opening "umbrels" are good But of gold awaits a ton For the clever man with the wit to plan A self returning one.

The very latest thing in toasts—is that we get when the alarm clock fails to arouse the cook.

is all very well to "shoot folly as it flies," as Alexander Pope suggests, but the farmers who are shooting at balloons because they deem it folly for folks to fly in them, are going a little too far.

Meat consumers can dine almost anywhere and under almost any conditions after the manner of the animals they devour, but vegetarians cannot eat with out a table, a vege-table.

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### THE END SEAT.

There are those persons who believe that until some inventor shall happen along with sufficient ingenuity to devise an open, summer street car containing nothing but end seats and those all on the shady side, there is likely to be more or less contention on the part of the traveling public regarding who is to occupy the few end seats now available with the present style of this popular public conveyance. Some careful students of human nature have said that our present sorry lack of public manners can never be mended until our street cars themselves are made over along the lines above suggested.

But oh, joy, joy! there is a simpler, less expensive and more efficacious way in which the great ethical reform, so much needed, can be brought about. What is the present status of things? Men, women and children rushing pell-mell, helter-skelter to secure the end seat. The fastest sprinter or the fiercest crowder or the one with the sharpest elbows gets the prize and the followers must struggle on board as best they can. How fast, how furious, how like a football rush!

All that is needed to transform the hot, impulsive mob into a company of polite, well-conducted persons in a rule requiring those who are seated first to move along and make room for those who come after. Then, presto change! No more rushing, no more crowding, no more jamming of elbows! Everybody moving in a leisurely polite manner. One caring to enter the seat first since the coveted end position is for the one who arrives last. What a lot of gallant bowing and scraping!

"Won't you be seated, please?"

"Oh, you are very kind, but not until you are seated first."

Isn't the proposed plan perfectly simple and beautiful and practical? Which of our great cities is to have the happy distinction of being the first to put it into operation?

**GUNBOAT SHELLS MOORISH REBELS**

MELILLA, Africa—The village of the Beni-Said tribe, around Cabo de Tres Forcas, have been shelled by the Spanish gunboat Pinzon, which fired 200 shots. Many huts were destroyed. The Kalyles fired on the vessel from shore, and in reply were shelled by the gunboat. After a combat lasting six hours the tribesmen retreated toward the interior.

To a Spanish newspaper correspondent in an interview General Marina, Governor of Melilla, expressed regret at the opposition of the Radical and Liberal parties in Spain to the Moroccan expedition, saying: "We are carrying out a military movement indispensable to the maintenance of our national prestige."

## BOY SHAH REFUSES CROWN AND WEEPS WHEN MADE A KING

Ahmed Mirza Clings to Parents Who Offer Nationalists Another Son in Place of Their Favorite.

## NOTICE BY RUSSIAN

Child Ruler Taken to Palace Sunday and Left Without Foreign Guards as Sign He Is Free.

LONDON—The Tehran correspondent of the Times telegraphs today an interesting story of the assumption of his dignity by Ahmed Mirza, the child Shah.

The correspondent says the government asked that the boy should be delivered into their keeping. M. Sablin, the Russian chargé d'affaires, announced the request to the Shah, who replied that he thought the boy's mother would not consent.

The Shah then took M. Sablin to the mother and an affecting scene ensued. Both father and mother broke down at the thought of parting with their favorite son, and offered another son in his place. M. Sablin replied that he selection had been made by the people and he had no voice in the matter.

The boy wept bitterly in sympathy with his parents and declined to leave his mother. Finally their majesties were persuaded to agree, and on receiving the Shah's assent, the necessary proclamation was immediately issued, and it was arranged that a regent and a Nationalist deputation would receive the little Shah.

An interested crowd witnessed his departure from the custody of his natural guardians.

During the morning Sultan Ahmed Mirza wept bitterly at the prospect of becoming a king, and it required a stern message to the effect that crying was not allowed in the Russian legation before he dried his eyes.

Then the little man came out bravely.

He entered a large carriage and drove off alone, escorted by Cossacks, Sowars and Persian Cossacks, and followed by a long string of carriages. At the Sultabad Palace he was met by the regent and a deputation of Nationalists and cere-

(Continued on Page Seven, Column Two.)

## TAFT YOUNG PEOPLE IN TENNIS TOURNEY AT BEVERLY TODAY

BEVERLY, Mass.—The coming week will be a busy one for the younger folks of the Taft family and Robert, Charlie and Miss Helen will participate in the tennis tournament which today opens at the Montserrat Golf Club, where they will play in several divisions.

Helena, accompanied by Miss Eleanor Roehler of Newport, went for a motor drive this morning. Miss Roehler, who is the guest of the Taft family, lost the keys belonging to her trunk on Saturday, and every effort was made to secure a locksmith, but as the quest was unsuccessful Miss Roehler was obliged to wait until this morning.

Charlie and Robert Taft motored to Montserrat early this morning.

Mrs. Taft and Mrs. Moore will take their usual drive this afternoon.

## BALLOON TO TAKE A MIDNIGHT FLIGHT FROM PITTSFIELD

PITTSFIELD, Mass.—There will be a balloon ascension from Aero park soon after 12 o'clock tonight. The balloon Massachusetts will be used and William Van Sleet will be pilot. The flight which Dr. S. S. Stowell and John P. Manning were to make today has been postponed until Thursday. Instead of permitting the balloon to sail away it is proposed to let it go to the length of the trail rope when it will be anchored. This will permit it to reach a height of 375 feet. While anchored John P. Manning will take a number of pictures from the balloon. Among the pictures will be a bird's-eye view of the Stanley plant.

This will be the first local attempt to secure pictures in this manner. After the different views have been taken the balloon will be released and it is expected that a long flight will be made. Dr. S. S. Stowell will pilot the balloon. Oscar Hutchinson, who planned to make the ascension with Dr. Stowell and Mr. Manning has decided not to go as the carrying power of the balloon would be so limited as to prevent a long flight with three passengers.

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## TRAFFIC-HANDLING UPON WATERWAYS THEME OF REPORT

Commissioner of Corporations Today Says the Great Need Is Cooperation Among the Railroads.

## POWER IS DIVERTED

Competition of the Sort That Now Exists, He Says, Is Detrimental to the Public Interests.

WASHINGTON—Herbert Knox Smith, federal commissioner of corporations, today submits to President Taft Part II. of his report on transportation by water in the United States.

The main conclusion that he reaches in this part of his report is to the effect that cooperation between railways and waterways, to make the traffic-handling systems of the one supplement those of the other, is essential to a rational and economical use of the inland waterways, on the latter of which transportation is lessening rather than increasing.

Competition of the sort now current, he asserts, is detrimental to public interests, causing the country's transportation system to waste strength in warfare while needs of the public are not served.

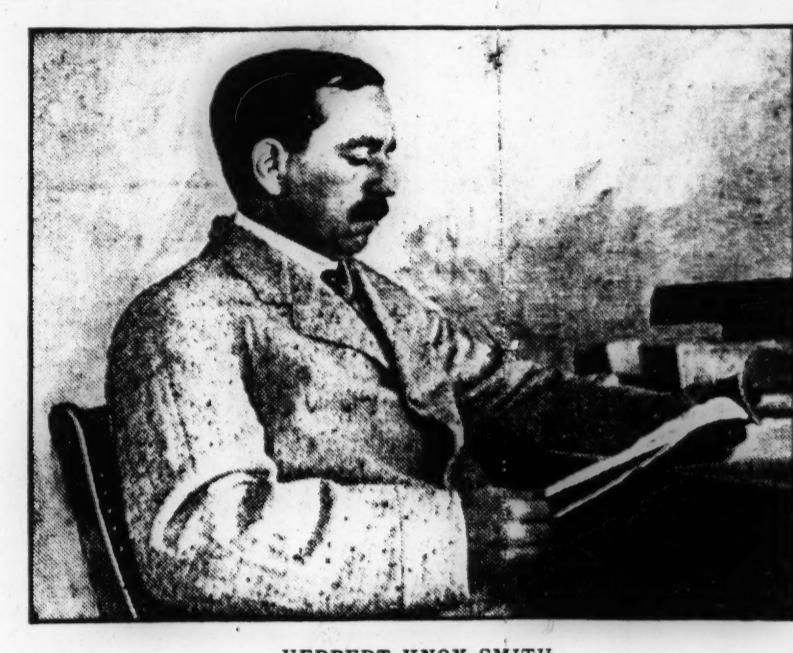
The part now issued discusses the freight carried by water. Part I, already published, dealt with the waterways themselves. Additional parts, dealing with terminals, rates, railway relations with terminals, rates, railway relations and control, are in course of preparation. The commissioner says in part:

There are two main classes of freight—(1) bulk freight, usually raw materials and of comparatively low value; (2) merchandise freight, so called, usually in packages, of higher value and mainly the product of factories.

Over 75 per cent of our water-borne domestic traffic consists of raw materials and low-grade products, such as coal, iron ore, stone, sand, lime, phosphate, oil, cement, brick, ice, pig iron and steel, rails, lumber and naval stores, agricultural products, all bulk freight.

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## U. S. Commissioner of Corporations Who Files Big Waterway Report



HERBERT KNOX SMITH.

"It is a public evil," he declares, "that the entire transportation system of the United States should be, as now, at odds with itself, through destructive competition, while the transportation needs of the public suffer."

## AEROPLANE FLIES EIGHT MILES TODAY OVER ENGLISH CHANNEL

Latham's Machine Dives Into Sea, but Aeronaut Asserts He Will Try Again When Rescued by Boats Sent After Him—Story of Feat.

CALAIS, France—The monoplane of Hubert Latham today plunged into the English channel, eight miles off the coast of France in an attempt to cross the channel in competition for the London Daily Mail's prize of \$25,000. The flight was in the face of most adverse conditions. After falling into the sea, when his motor failed, Latham was picked up by the French torpedo boat Harpon, which had been sent out to rescue him.

For weeks Mr. Latham had been making elaborate preparations for his attempt to cross the channel and time after time had been forced to postpone the trip because of adverse conditions. Sunday dawned clear, bright and windless, and the big white-winged monoplane was taken from its shed at Calais and

everything was put in readiness for the flight.

Latham was impatient to be off and at 6:40 o'clock he took his place on the aeroplane and gave the signal for the start. Like a bird the big plane rose into the air and on a course straight as an arrow shot with terrific speed over the channel. In a few minutes the airship was out of sight of the big crowd that had gathered to see the start. As far as he could be seen from Calais the aeronaut seemed to have perfect control of the machine.

The news of his start had been sent to Dover by wireless and a big fleet of tugs were on the watch. Great crowds gathered there to see the finish of the flight. When the airship did not appear

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## FOE OF THE PUBLIC SCHOOLS IS CALLED "ENEMY OF STATE"

French Minister of Instruction Doumergue Thus Rebukes the Antagonists of Secular Education.

## PROGRESS IS CITED

Horace Mann, Daniel Webster and Charles W. Eliot Are Quoted in Support of the American System.

HAVRE, France—The recent disposition to renew agitation against the public schools on the part of the clericals has received a scathing rebuke from the French minister of public instruction.

Speaking at the exercises held here on the second day of President Fallières' visit to this city, which was characterized by a great ovation to the chief executive by the public school children, 6000 of whom marched in procession, M. Doumergue, the official head of the department of education, delivered an address in which he exalted non-religious education. "Today," he asserted, "France, America, England and Germany are in the van of civilization as a result of free popular schooling."

He declared that of all the great achievements of the third republic this was the least welcomed by the adversaries of the present government. He characterized its opponents as the enemies of the republic, who recently reopened a bitter campaign to defeat a wise and needed reform by appealing to the timid and ignorant.

President Fallières gave a luncheon to the British and French officers, and left for Paris Sunday evening.

## NATION'S GREATEST MEN Favor "Public" Schools

Some of the strongest and most eloquent statements made by great men of this country have been made in support of the American public schools.

"I believe in the existence of a great immortal, immutable principle of nature.

(Continued on Page Five, Column Five.)

## HUNDRED CITIZENS HOLD CAPE FOREST FIRES IN CHECK

BOURNE, Mass.—Forest fires which have been burning in this vicinity for several days are under control this morning. Conservative estimates set the loss at less than \$10,000.

The light showers of Sunday evening and the work done by more than 100 citizens in trenching the territory about the fire brought the desired results this morning. The fire belt extended from near Monument beach northerly well into the southern part of the town of Plymouth, where there is considerable valuable cranberry land.

So far as can be learned but one small log camp has been destroyed, this being located on the Herring Pond road in the town of Plymouth. All the available men today have been sent to the town of Bourne near the Plymouth line, where the only brisk fire is burning and it is considered that this fire can be kept well within bounds with the assistance at hand.

## BIG ENFIELD WATER RESERVOIR STORY IS DENIED HERE TODAY

# News of the World Told by Cable and Correspondence

## DR. JAMESON SAYS PEOPLE DO NOT LOOK FOR ALTERATIONS

Believe Material Changes  
Should Not Be Made in  
Provisions of Bill Unani-  
mously Agreed To.

## UNION TO BENEFIT

LONDON—Dr. Jameson, who recently arrived from the Cape, in the course of an interview with Reuter's representative made the following important pronouncement. Speaking of the Union of South Africa, he said:

"The Union is that of the peoples of South Africa, and South Africa naturally expects that there shall be no material alterations in the provisions of a bill they have unanimously agreed to. The spirit of conciliation and compromise shown in the Union discussions has been most marked, and it has been a surprise even to those people concerned to find how far we could go in the direction of a real unification as compared with the federal system already established in Canada and Australia."

In South Africa we regard with confidence the passage of our bill through the imperial Parliament. The only trouble seems to be likely to arise from the extreme Negropolitans, who probably honestly desire to benefit the natives, but by agitation are really doing a great deal of harm to the native peoples. This was especially shown by the only division taken at the last meeting of the Cape Parliament, when Mr. Schreiner brought forward an amendment for altering the clause dealing with people of European descent, and when only he himself and one other voted in the division, the rest of the House voting for the Union bill as it stands. Especially significant is this when it occurs in the Cape Colony, which all through the Union negotiations has fought for its policy of equal rights for the educated natives. It shows how hopeless an agitation for further concession really is.

The vote of Natal was the greatest difficulty, and here, in the only quarter where trouble was likely, the people themselves voted nearly four to one in favor of union. The mandate for union is from the people, who are commencing to look for the enormous benefits which the whole country will reap from it. The people expect those benefits and what they expect they will try to realize."

Speaking on the question of racial feeling, Dr. Jameson said: "Of course, this still lingers to a certain extent among ignorant and badly informed people, but even among these there are marked signs of its disappearance, as they see that the leaders are of one accord. Among these latter we rejoice that it has absolutely disappeared. The fact that Mr. Hofmeyr is coming over with the Cape delegation is sufficient evidence of this."

Asked regarding the general outlook, Dr. Jameson said: "The situation is distinctly improving in South Africa generally, but especially up country. Of course, the ports which depend on oversea trade must take some time to recuperate, but even there one sees marked signs of improvement."

Dealing, in conclusion, with the question of defense, Dr. Jameson said: "It is a little difficult to say anything on this subject, as nothing definite can be done till union is through. I think, however, that the whole of South Africa is in sympathy with the theory of mutual defense and will be prepared to do its share."

## ANDERSON WILL HUNT MAMMALS

LONDON—M. P. Anderson, who has for several years been employed on behalf of the Duke of Bedford in making a zoological survey of Korea and some of the smaller islands in the far East, has just started on another expedition to the remote provinces of southwestern China to make a collection of the smaller mammals and birds of that region, which in this respect is almost unknown. The duke presents the results of Mr. Anderson's labors to the natural history branch of the British Museum, and has thus enriched the zoological department with many thousands of specimens from localities which hitherto have been only poorly represented in the museum.

## AT THE THEATERS

BOSTON.  
KEITH'S—Vanderbilt  
OPHEUM—"John of Arc."  
NEW YORK.  
AMERICAN—Vanderbilt.  
AERIAL GARDENS—"A Gentleman From Broadway."  
BROADWAY—"The Midnight Sons."  
HAMMERSTEIN'S—Vanderbilt.  
HERALD SQUARE—"The Beauty Spot."  
REED'S—PROCTOR'S, Fifth Avenue—  
LYRIC—"The Motor Girl."  
WEBER'S—"The Climax."

CHICAGO.  
AMERICAN—Vanderbilt.  
COLONIAL—"The Taming of the Shrew."  
GARRICK—"The Blue Moon."  
GRAND OPERA HOUSE—"A Gentleman From Mississippi."  
ILLINOIS THEATER—"The Traveling Salesman."  
MAJESTIC—Vanderbilt.  
STUDEBAKER—"The Candy Shop."

## Tunnel Under Mont Blanc -- LONDON LETTER -- Motor Boats Replace Gondolas

Topics of Interest Gathered by a Member of the London Bureau of The Christian Science Monitor.

LONDON. The question of boring a railway tunnel under Mont Blanc from the French side has been considered for many years. A report has now been drawn up by the French ministry of public works setting forth the cost as well as showing the difficulties that would have to be overcome. The proposal is to begin the tunnel at Chamonix in Upper Savoy at a height of 3,498 feet. The eastern exit would be at Entrevu, and the length of the tunnel would be about 9½ miles. Owing to the gradient, electricity would be used for hauling the trains. The cost of laying a double track including the cost of connecting the line with Saint Gervais at one end and Aosta at the other would be about £3,000,000. The time required to complete the work would be five years. Should this project be carried out, the railway journey from Paris to Genoa would be shortened by 32 miles, and the mail trains from England to India would in all probability travel by the French railway instead of by the German or Swiss as is now the case.

### HISTORIC HOTEL GREENWICH WILL BE PLACED ON SALE

Within the next few weeks "The Ship" Greenwich will be put up for sale. The Ship Hotel Greenwich is the historic scene of the ministerial whitebait dinners, an annual festival held at the end of parliamentary sessions. The origin of this unique dinner is attributed to Sir Robert Preston, a wealthy merchant who lived at Dagenham and represented Dover in Parliament toward the end of the eighteenth century. It was Sir Robert's custom to invite his friend, George Ross, the secretary of the treasury, to partake of his hospitality. Mr. Pitt was asked to join the company and readily accepted subsequent invitations. Invitations were extended to other ministers until the affair became ministerial in character. Sir Robert's house was not convenient, being somewhat inaccessible. A move was therefore

### NEW POSTOFFICE BUILDING IS PRACTICALLY FINISHED

On the site where formerly stood Christ's Hospital now stands the new general postoffice building, practically finished—a striking contrast to the historic building it replaces. The foundation stone of these additional general postoffice buildings was laid two years ago. The total area of the new floor is 15 acres, which gives a good idea of the enormous increase in the business of the postal service during the last few years. The building is of reinforced concrete (Hennebique system), and represents one of the largest ferro-concrete buildings in this country. This new method of construction has been the means of effecting a great saving in cubic space. To illustrate: the basement walls, nearly 30 feet high, are only 7 inches thick instead of 7 feet in the usual way. Again the slabs of the floors and foundations are less than 6 inches in depth. It is estimated that, taking the rental value of the floor area at 15s. per square foot, the economy attained by the use of the reinforced concrete is equal to £37,500 per annum, being the capitalized value of £750,000, and over and above this the approximate saving in the cost of materials by this new method is 20 per cent.

The building is seven stories in height

eventually made to Greenwich. For a time the ministers were still considered the guests of Sir Robert Preston, and although Sir Robert was soon relieved of the expense, he continued to contribute a buck and champagne. When Lord Farnborough undertook the summoning of the guests, the invitations which had hitherto been sent privately, were now despatched in cabinet boxes. The dinners continued until the Gladstone administration came into office in 1869. They were then discontinued, until revived again by Mr. Disraeli in 1874. In former years the members went down the river from Whitehall in an ordnance gilt barge.

### KING EDWARD VISITS RUGBY TO OPEN SPEECH ROOMS

On July 3 King Edward VII. paid a visit to Rugby school and was accorded a royal and loyal welcome from the inhabitants of Rugby and Rugby school. The purpose of his majesty's visit was to open the new speech room, a fine building capable of seating over 1000 people and in which are two fine stained glass windows, with the figures of Lawrence Sterne and Arnold, the founder and master of the school, and such famous names as Clough and Hughes. The "opening" ceremony commenced by the reading of an address to the King by H. J. B. Clough, the head of the school and a grand-nephew of the poet. There was a general roar of laughter, in which the King joined heartily, when the head boy reminded him that it was his kingly prerogative "to command an addition to our hard-earned holidays." His majesty replied to the address and declared the speech room to be open. The proceedings terminated with the planting of a young oak tree by the King in the close just under the Doctor's Wall, only a few yards from the door of the turret leading to the doctor's library, through which the doctor stepped into the close on the day of Tom Brown's fight with Slagger Williams, an episode with all readers

of "Tom Brown's Schooldays" are familiar.

### RUSSIAN GOVERNMENT SENDS NOTE TO POWERS.

A circular note on the situation in Persia has been sent to the governments of foreign powers by the Russian government. The note points out that the efforts to prevent the advance of Teheran of the Bakhtiari and the Revolutionaries have not been successful. Although still determined to maintain a policy of non-interference, it is evident that the Russian and other European legations, institutions and subjects might be in a dangerous position, and the Russian government have therefore decided to send a force from Baku to Enzeli consisting of a regiment of Cossacks, a battalion of Russian infantry and a battery of artillery.

The force is not to advance beyond Kazvin, which is 80 miles from Teheran, and this will insure communication between Kazvin and the Caspian Sea. An advance beyond Kazvin will depend upon circumstances and will only be undertaken on the demand of the Imperial legation in Teheran, which would be in the event of a dangerous situation arising.

### BRITISH AMBASSADOR ATTENDS BOARD MEETING

At the Pre Catalam, a celebrated restaurant in the Bois de Boulogne, Paris, Sir Thomas Sutherland and the members of the London board were entertained by the President Prince d'Arenberg and the French members of the administrative boards of the Suez Canal. Among those present were the British Ambassador Sir Francis Bertie, and the French minister of foreign affairs H. Pichon. During the course of his speech Prince d'Arenberg said "that they were celebrating their silver wedding as a united Anglo-French board. The union had originally been a 'marriage de raison' but it had developed into a marriage of convenience. It was understood, would only be used for those traveling between the hotels on the Lido and the railway station, but they were not long in extending their trips to cruises in the canals. The crisis came when the luggage of some tourists was being loaded on to a motor launch. The gondoliers hold the exclusive right to carry luggage in Venice, and they therefore advanced in a body and compelled the tourists to disembark with their luggage and proceed to their destination in gondolas. The whole question has now been raised at the municipal council by the socialists, who in this case are in the position of defending the ancient custom. The conservative mayor maintains that the gondoliers should be deprived of their rights in the interests of progress. Is Venice to be modernized? And when modernized will the tourists still be attracted?

The rise in the value of the coal shares which had accompanied the reduction of the canal tariff. The Anglo-French Suez Canal union was a real "entente cordiale."

Sir Thomas Sutherland delivered a speech, and the British ambassador proposed the toast of Prince d'Arenberg and the hosts of the evening, after which the proceedings terminated.

### MOTOR BOATS REPLACE

#### VENETIAN GONDOLAS.

The gondola cab in London is rapidly surrendering to the ever increasing army of taxi-cabs, and the gondola-cab will doubtless soon be a relic of the past. In like manner the Venetian gondola is being replaced by the more modern methods of travel. At one time the gondolas held the monopoly, for there was nothing to compete with them. Some 20 years ago the little steamers made their appearance on the Grand Canal, and the first blow was given to the gondoliers, whose customers began to desert them for the cheaper and quicker mode of locomotion. Now, however, we learn that motor boats have made their appearance. This newer mode of conveyance, it was understood, would only be used for those traveling between the hotels on the Lido and the railway station, but they were not long in extending their trips to cruises in the canals.

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## TRADE BRIGHTER THAN LAST YEAR

Official Returns Show Imports for First Four Months Largely Exceed Same for Like Period Last Year.

CAPE TOWN, So. Africa.—That the trade of South Africa for the first four months of the year has been brighter than for the corresponding period of last year is made evident by official returns. British South Africa's imports for the four months ended April 30, 1903, exceeded the total for the corresponding period of 1902 by some £43,000, and its exports for the first four months of the present year outvalue the previous year's figure by no less than £1,043,000.

The remarkable recovery in imports, which for so long were a steadily declining quantity, would at last appear to be an all-round improvement, not confined to one particular state. Overseas imports are now being introduced into all four colonies on a greater scale than last year. In the case of the Cape Colony the phenomenon is particularly striking.

Hitherto the Cape Colony has been rather a laggard in the forward movement in South African trade; but happily there are symptoms of progress in the April returns which seem to indicate that the Cape, also, is beginning to make very appreciable headway.

**LABOR PARTY GAINS A SEAT.**  
ADELAIDE, Aus.—The by-election at East Torrens to fill the vacancy in the south Australian House of Assembly has resulted in the return of Mr. Ryan, Laborite.

**Special Notice**  
We have decided to give a  
**SPECIAL DISCOUNT OF 25%**  
from our regular rates to any one presenting this advertisement which we have run in The Monitor. We will give special attention to each customer, and the very best photographs it is possible to make.

*Elmer Chickering*  
Leading Photographer.  
21 WEST STREET, BOSTON.

**HEADQUARTERS FOR  
KODAKS  
AND  
THINGS PHOTOGRAPHIC  
High Grade  
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## LEAGUE PRESIDENT SAYS MOHAMMEDANS ARE LOYAL

In Address at Meeting of All-India Moslem League, Official Gives View as to Treatment His Countrymen Should Receive from British.

LONDON—The claims of the Mussulman population of India were expressed at the recent annual meeting of the All-India Moslem League by the president of that body, the Aga Khan, the head of the Ismaili sect of Mohammedans.

The Aga Khan said that many people in this country, even in circles usually well informed, bearing of the Mussulman "minority" in India, failed to realize that it numbered at the last census nearly 62,000,000; that its percentage to the total population of India has been steadily rising since the decennial enumerations began nearly 40 years ago; and that it now constituted 21½ per cent of the total—a figure exclusive of the numerous and martial border tribes included within the political frontier of the Indian empire. Not only was it the case that the Mussulmans to be found within the administrative limits of the dependency substantially outnumbered the entire population of Germany, but the practical recognition of their rights.

The measures which the government of India were about to take fell far short of the promises given. At Oxford

Lord Morley claimed to have fulfilled the pledges given to the people of India; but unhappily this could not be said to be the case so far as the special pledges to the Mohammedans were concerned. It was impossible anywhere, and least of all in a country like India, to work a constitutional scheme satisfactorily with one large and important section of the people disappointed and left without real representation, and another section exultant and triumphant because they had been permitted to attain a virtual monopoly of political representation.

The speaker alluded to the unswerving and devoted loyalty which the Mohammedans of India had evinced toward the King-Emperor during the political exigencies of the past few years. He remarked upon their adherence to law and order under the strong provocation to resist actively the illegal pressure put upon them by those who seemed bent on undermining the British authority.

They asked nothing more than an equitable share in the constitutional privileges now being granted to the Indian peoples.

Undoubtedly early in March there was

## HINDU WILL HELP EDUCATE PEOPLE

Sunder Singh Offers Services to Professor of Presbyterian College—Night Classes to Be Formed.

VANCOUVER, B. C.—A movement is on foot to provide religious and intellectual instruction for the Hindus in British Columbia on similar lines to that now given to the Chinese and Japanese by the various denominations. Sunder Singh, a highly educated Hindu who has recently arrived in this country, although not an avowed Christian, has proffered his services to Professor McKay of the Presbyterian College and night classes are to be formed under his direction. It is believed that this will tend to lift the Hindus to a higher plane of living and so remove the objectionable features of their presence in the province.

NEW GOVERNOR APPOINTED.

LONDON—The King has approved the appointment of Col. Sir Percy Girouard, Governor of Northern Nigeria, to be Governor and commander-in-chief of the East Africa protectorate in succession to Sir James Hayes-Sauler.

## PAPER DECLARES CURZON WRONG

Believes His Statement in House of Lords Was Erroneous in One Important Particular.

ALLAHABAD, India.—Commenting on the recent discussion in the House of Lords on the military administration, the Pioneer declares that Lord Curzon was wrong in one important particular. "Financial control of military expenditure," it says, "is far greater now than under the old conditions. The commander-in-chief does not possess autocratic power regarding finance. The heavy burden placed upon one man by the new system would be lightened if the individual commanders accepted the responsibility placed upon them."

## Foreign Briefs

LONDON—Ogden Mills has bought a wedding gift to his daughter, the Countess of Granard, Mortimer house, in Halk

# Leading Events in Athletic World

## ONE CHANGE NOTED IN CLUB STANDINGS OF MAJOR LEAGUES

Boston Displaces Philadelphia in Second Place in American Race by a Narrow Margin.

### NATIONALS IMPROVE

AMERICAN LEAGUE STANDING.		
Won.	Lost.	P.C.
Pittsburgh	52	28
Boston	51	29
Philadelphia	46	33
Cleveland	44	31
New York	35	45
Chicago	35	45
St. Louis	47	47
Washington	24	53

SATURDAY'S GAMES.		
Boston	Cleveland	New York
Detroit 5	4	2
Washington 4	3	3
St. Louis 2	Philadelphia 0	
St. Louis 5	Philadelphia 4	

SUNDAY'S GAMES.		
St. Louis	Philadelphia	New York
Detroit 5	4	3
Chicago 5	3	0
Philadelphia 4	3	0
St. Louis 5	Philadelphia 4	0

GAMES TODAY.		
Boston	Cleveland	New York
New York at Detroit	2 games	
Washington at Chicago		
Philadelphia at St. Louis		

NATIONAL LEAGUE STANDING.		
Won.	Lost.	P.C.
Pittsburgh	56	21
Chicago	50	27
New York	45	30
Cincinnati	40	35
Philadelphia	33	43
St. Louis	31	43
Brooklyn	28	50
Boston	23	54

SATURDAY'S GAMES.		
Boston	Cincinnati	Philadelphia
St. Louis 1	Philadelphia 0	
Brooklyn 1	Chicago 0	
Chicago 4	Brooklyn 0	
St. Louis 5	New York 1	
Pittsburgh 7	Philadelphia 6	

GAMES TODAY.		
Cincinnati at Boston	St. Louis at New York	Chicago at Brooklyn

FINE RACING FOR THE B. Y. C. YACHTS		
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The beginning of the week finds all of the clubs in both major leagues occupying the same positions in their respective championship races as was the case a week ago, with the exception of Boston and Philadelphia, the former having displaced the latter in second place in the American by a few points.

As the season progresses the fight for first division places in the American League becomes closer and closer and present prospects point to the champion ship title being in doubt up to the very last. Unless something very unexpected happens the race will be fully as close as that of 1908, the clubs now in the first division being the ones to fight it out to the finish.

Judged by the playing to date, Detroit, Philadelphia, Boston and Cleveland should easily maintain their places in the first division, and it will surprise few if they finish up as they now stand. Boston and Philadelphia have been the sensations of the year. Both teams are considerably ahead of their standing at this time last year. They are second and third respectively in club batting and if they can maintain this heavy hitting, they will continue factors to the very last.

Detroit is considerably ahead of its 1908 standing at this time of year and is leading the league at club batting with a fine average of .263. This is due principally to the work of Crawford and Cobb who have been doing a lot of hard and timely hitting. The loss of Lajoie has affected Cleveland's chances for the pennant as his hitting has been missed. His return to the game should put that club in the race again and furnish the prettiest four-cornered fight for first division places ever seen in the American league.

Pittsburgh continues to hold a commanding lead in the National and although Chicago took five straight from Boston during the week, that team is still .078 points behind the leader. Both of these teams are playing wonderfully fast baseball just now. Chicago continues to give a fine exhibition of inside playing, the men working together like a perfect machine and playing for every opposing batter in masterly style, but their hitting is light. If they can improve in this department, they will make an intensely close fight for the fourth successive pennant.

Heavy hitting, fast fielding and a strong pitching staff is responsible for Pittsburgh's lead. The work of Wagner at the bat and in the field has aided the winning of many games for his side. The infield works remarkably smooth for one that has not yet played together for a year, but it does not show the inside ball that Chicago has developed. Were it as strong in this department, there would be nothing to the league race.

It is hoped and expected that Boston under a new manager will make a better showing. Saturday's game certainly gave every indication that such would be the case, as the men played fast and as if they were once more interested in doing the best they could. There are a number of good men on the nine including some of the pitchers, and if they continue to take as much interest in winning games in the future as they did Saturday, they will soon be out of last place in the league race.

### ELMO II. TAKES THE DAY TROPHY

Josephine First to Cross the Line in Power Boat Race, but Is Defeated by Time Allowance.

Eight of the 13 power boats which left New York Saturday on the Bay Ridge to Marblehead race crossed the finishing line off Marblehead light before daybreak today. They had some rough experiences off the cape last evening, but on the whole the long run was made under most auspicious circumstances. Smooth seas were encountered throughout the journey until the last leg.

The Elmo II, owned by F. D. Giles, Jr., which sailed under a time allowance of 11h. 37m. 25s., has been declared winner of the contest. C. O. Lailor's Lizzie L. was second and S. W. Grandbey's Irene II, last year's winner, was third.

An exciting experience was had by six yachtsmen aboard the scow boat Kiteinque, owned by Frank D. Green. From some mysterious cause she caught fire while passing through Vineyard sound and was burned to the water's edge. All of the crew escaped, three in the tiny tender and three in the water, and after an arduous struggle were picked up by a schooner. The Kiteinque was a brand new \$5500 boat, of unique model and of which great things were expected. When the fire started she was in the lead and those aboard are confident that she would have proved an easy winner.

The Josephine was the first boat to come across the finish line, coming in at 6:30:45 p. m., being followed an hour and a half later by the Nimrod, Sagamore and Lizzie L. It was nearly three hours later before another boat showed up, when the Irene II, Elmo II, Kiteinque and Square Deal crossed the line in that order.

Corrected Finish.

Boat and owner. Name and owner.

Time. Name and owner.

Elapsed time. Name and owner.

Corrided time. Name and owner.

Penalties. Name and owner.

## BOSTON MOTORISTS TODAY OPEN BATTLE WITH TRAFFIC LAW

A vigorous contest to prove the nullity of the present street traffic regulations in so far as automobiles are concerned is to be made in Boston.

Today the Automobile Legal Association sent out word to their 3000 members to appeal such cases as come up for a hearing in the lower courts of Boston. All automobile drivers are asked to join in a general movement to have auto drivers do this.

The Automobile Legal Association is advising persons summoned to court for alleged infraction of the street traffic regulations to plead not guilty, and to tell the court that they could not violate a law that had been revoked. Then when the fine was imposed to carry the case on appeal to the superior court.

This is expected to throw a great many automobile cases into the superior court, but it is anticipated that with the decision of this court in the case of Samuel B. Fisher vs. the Commonwealth, all other appeals will be disposed of in record time.

Police Commissioner Stephen O'Meara in discussing the situation stated that all persons who are summoned to court for driving automobiles in violation of the street traffic regulations, if they pay their fine will stand no chance of having money refunded, even though the decision of the superior court is contrary to that of the lower court.

The corporation counsel office of the city and the Automobile Legal Association are anxious to get an early opinion from the superior court, so in case the decision upholds the street traffic regulations the matter in the Fisher case can be taken to the supreme court.

For this reason District Attorney Hill will be asked to try and get the Fisher case before the superior court before the body closes for the month, some day this week.

If this is impossible the case will go over until next month or later. When court closes this week there will be no session until next month.

The police are hopeful, with the city government, that the case will be decided in their favor even by the highest tribunal in the state.

## LIGHTING CONTRACT FOR SIDE STREETS DEFAULTED TODAY

(Continued from Page One.)

made no request of him to delay in making a contract. He may award the contract to the Rising Sun Company, or he may call for new bids.

Some who have studied the matter favor a municipal plant; but that this does not seem possible at the present time is generally admitted.

The city now pays the Rising Sun Company at the rate of \$286,000 for the present gas lighting. Its recent bid was approximately \$248,000.

The Greater Boston Illuminating Company is a company recently organized and it is said that it has found difficulty in selling its stock. Before it could get any return from the city it would have to spend \$150,000 in apparatus. The Massachusetts Bonding Company, it is understood, has refused to give the required bond, unless \$250,000 of stock had been sold and paid for.

The original amount that the bonding company required was \$125,000, but this amount was later raised. Two of the officers of the company, William A. Rumpf and Carl A. Ftaalgen, called at the office of Superintendent Emerson during his absence today, but made no offer to comply with the specifications of the contract.

## LYNN STOREHOUSE START TOMORROW

LYNN, Mass.—Ground will be broken tomorrow morning on Pleasant street for a concrete storage warehouse, which will be one of the largest in New England. The work will be done by the Eastern Concrete Construction Company of Boston. The building will be an exact duplicate of the present structure of the Lynn Storage and Warehouse Company. William T. Reed, construction engineer, expects the building will be ready for occupancy by Jan. 1, 1910.

## CHURCHES ACTIVE IN WEST ROXBURY

Several West Roxbury churches are holding a series of union services during the summer months. The services for the Roslindale Methodist, Baptist and Congregational churches will be as follows: July 25, Congregational Church; Aug. 1, Methodist Church; Aug. 8, Congregational Church; Aug. 15, Baptist Church; Aug. 22, Methodist Church; Aug. 29, Congregational Church; Sept. 5, Methodist Church.

**TINPLATE MILLS RUN SHORT.** NEW KENSINGTON, Pa.—Little progress is being made today at the local plants of the American Sheet and Tinplate Company in replacing the strikers. No attempt was made this morning to operate the lower plant, while the upper plant had been able to muster only one hot mill crew.

## News in Brief Gathered Today from Towns and Cities in Massachusetts

### LYNN.

Companies D and I, eight infantry, of this city, Maj. William H. Perry commanding, will participate in President's day exercises at Gloucester, Aug. 4.

The Journeymen Barbers Union will have Monday afternoons off indefinitely.

Petitions are being circulated for an extension of the Boston & Northern transfer system on the Saugus and North Saugus lines.

The E. C. Fisher Company has taken over the Ballard tannery at Woburn and the Vaughn tannery in Peabody.

Lynn Lodge of Elks will hold an all-day meeting at Point of Pines, Thursday, Aug. 5.

Commodore Harry E. Bessant of the Lynn Yacht Club has donated a silver trophy for the winner of a 23-mile race for auxiliary cruising yachts to be sailed between Lynn and Nahant on Aug. 1.

The Y.M.C.A. boys are camping at Sebago Lake, Me., for two weeks.

Efforts will be made at a meeting in Lesters' Hall, this evening, to settle the differences between the Packing Room Employees' Union and manufacturers.

### WELLESLEY.

The gas company has been granted a permit by the selectmen to extend a main to the parsonage of St. Andrew's Church, Washington street, occupied by Rev. George Natress and family.

The physical director of the Wellesley Y. M. C. A., Joshua E. Fahyan, and a party of boys, who have been spending their vacation at Tyville, Conn., are expected home early this week. The party made the trip on bicycles.

Miss Flora E. Pope of this place, who has been chosen assistant superintendent of the Lynn public schools, will enter upon her new duties upon returning from a vacation trip. Miss Pope will receive an annual salary of \$1500, the largest paid any woman in the school department there. During the past few weeks she has been a teacher in the Marshall College, Huntington, W. Va.

### WEST ROXBURY.

The following new firemen have been assigned to the West Roxbury district: Charles A. Glennon, 149 Caroline avenue, Jamaica Plain, to engine 30, Canterbury street, West Roxbury; Thomas P. Rosister, 213 Eustis street, Roxbury, to ladder 16, Washington street, Roslindale; Dennis J. Bageley, 37 Hampden street, Roxbury, to engine 45, Roslindale.

Drill Master Martin A. Kenealy will start another school for firemen as soon as his vacation, which starts July 20, is over.

Sunday evening a band concert will be given by the Boston music department at Pine Bank, Jamaica Plain.

### CHELSEA.

The Retail Clerks Association will have its annual trolley ride Wednesday evening, Aug. 4, and will go to Nahant.

The board of control has instructed City Engineer O'Brien to report the number of street signs needed and the cost.

The corner stone of the new Masonic Temple on Broadway is to be laid July 24.

Seating has been placed in the park in Chelsea square by the board of control.

### DORCHESTER.

The Junior Helpers Bays Club of Dorchester Center has elected the following officers: President, Eben O. Smith; vice-president, Herbert Rockwell; recorder, George Rockwell; assistant recorder, Charles W. Blackie; treasurer, Roderick J. Peters; assistant treasurer, Howard C. Maybury. Louis B. Torrey has been reelected general secretary. The club will have a summer camp this summer on the North Shore.

### WINTHROP.

The Winthrop Yacht Club at the regular meeting tomorrow night will consider an amendment of the by-laws relating to the term of office of the directors.

The Ladies' Unity Club will hold a whist party at the New Winthrop Hotel for the benefit of a home in Roxbury on Friday.

### WALTHAM.

A steam heating and ventilating system is being installed at the Jonathan Bright School on Grove street to replace the old hot air system. The new system will cost between \$3000 and \$3500.

### STONEHAM.

The Woman's Relief Corps 65 will celebrate its sixth anniversary July 23 by taking a trolley ride to Lynn Beach and having a fish dinner.

At a postponed meeting of the Stoneham Traders' Association it was voted to have the annual picnic at Salem Wilbards July 28.

## BIG SUGAR TRUST MAN IS ARRAIGNED

NEW YORK—John Mayer, one of the directors of the American Sugar Refining Company, who was in Europe when the indictments against the company and others were brought in the United States circuit court July 6, was arraigned before Judge Hand today and through his counsel, Thompson Melville, entered a plea of guilty.

Judge Hand said that the other cases were set down for demurrer for further pleading tomorrow.

Mr. Melville said that he thought he would be prepared to go on with the case at that time. Judge Hand decided that the defendants must answer tomorrow, when he would rule on a motion for a further adjournment.

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It is expected now that the terminal will be ready for occupancy about Oct. 1.

**START NEW LOWELL HOUSES.** LOWELL, Mass.—Work has been started on the first of three six-tenement buildings to be erected on Pawtucket Street.

The Forest Hills terminal is largely of concrete, technically referred to as concrete facing on a steel skeleton. This style and method of concrete work is quite new, at least to this section of the country, and though not an experiment, is something novel to the contractors themselves.

Instead of being erected upon an economical basis to meet the bare needs of the public with no view to pleasing the eye, the Forest Hills terminal will be ornate, massively simple, and in harmony with its surroundings.

One thing is certain, say the engineers, there can be no confusion on the part of passengers as to exits and entrances. There is one big entrance on one side and one big exit on the other; everybody on each side will be traveling one way only. Above all, the structure is absolutely fireproof.

Surface cars are to run underneath at Dudley street, only on a direct line, and from this transfer point they may reach the elevated by a broad escalator or by two flights of stairs.

It is expected now that the terminal will be ready for occupancy about Oct. 1.

**COPELAND LECTURE TONIGHT.** Charles T. Copeland, an instructor in Harvard University, will lecture tonight at 8 o'clock in New Lecture Hall, Cambridge on "Charles Lamb as a Man." This is one of a free series. The next is scheduled for Wednesday at 8 o'clock in the Fogg Lecture Hall.

**NAVAL MILITIAMEN  
TO BE ASSIGNED TO  
FLEET WORK TODAY**

Companies D and I, eight infantry, of this city, Maj. William H. Perry commanding, will participate in President's day exercises at Gloucester, Aug. 4.

The Journeymen Barbers Union will have Monday afternoons off indefinitely.

Petitions are being circulated for an extension of the Boston & Northern transfer system on the Saugus and North Saugus lines.

A mixed choir of boys and girls has been organized at the Methodist Church and they are to render music at all of the services during this and next month.

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The Journeymen Barbers

## CONFEREES ADOPT THE AMENDED TAX FOR CORPORATIONS

(Continued from Page One.)

receipt thereof the entries should be finally liquidated at the rates provided for under the new act.

"When the act becomes operative the department will issue instructions continuing existing regulations wherever applicable, and will prescribe such further regulations as may be required.

"In case of doubt as to the proper construction to be given to any of the provisions of the new tariff act, or as to the proceedings to be followed thereunder, collectors should request the instructions of this department in order that uniformity of action may be secured in the administration of that act at the various ports."

### Urge Upon Taft Necessity of Duty on Raw Materials

President Taft in his now famous "downward revision" statement of last week, on raw materials, said that he was open to conviction as to whether there was real necessity for a duty upon hides, coal, lumber, oil and iron ore.

The 18 Republican senators who have agreed to stand together in opposition to the placing of these articles upon the free list, have now undertaken the task of convincing him.

They have appointed a subcommittee to wait upon the President this afternoon to present to him their arguments against material reduction upon these articles. The committee consists of five members, as follows: Senator Elkins of West Virginia, who will argue the coal proposition; Senator Piles of Washington, who will present the argument in behalf of lumber; Senator Warren of Wyoming, who will defend the duty on hides; Senator Curtis of Kansas, who will demand that the oil fields of the middle West shall be protected by the countervailing duty against Mexico and Canada, and Senator Smith of Michigan, who will argue for the retention of a duty upon iron ore.

Although the 18 senators say they will stand firmly to their guns, they realize that a compromise must be the outcome of their fight.

**WASHINGTON**—The prevailing opinion in this city after the lapse of nearly three days, is that the President has not greatly cleared the tariff situation by his statement issued from the White House last Friday evening. The statement contained nothing new, so far as the conferees are concerned, for Mr. Taft from the beginning has been talking to them the very things that he put into his statement. The statement carried no news to the country, for the country no doubt assumes that the President meant what he said about "downward revision" in his speech last year.

The importance of the President's views, as the matter is looked at in this city today, will depend entirely on the force which he uses in urging them.

In short, the President cannot speak softly to the conferees without at the same time carrying a big stick.

Thus far the President has not indicated that it is his purpose to exert pressure on the conferees. His statement of last week does not say that such is his intention. It merely tells the country what he would like to have the tariff bill contain.

There is a strong feeling here that the President has waited too long to accomplish anything worth while. Had he intervened while the bill was being whipped into shape in the Senate, it is the universal belief that he could have controlled it.

One of the reasons why the President has failed to improve his opportunity by intervening to insure downward revision, has been his desire not to take away from the leaders of the two houses of Congress the credit for whatever they might do to make a satisfactory bill.

This explanation, which is authoritative, will help the people understand why the President has so persistently kept his hands off. Whether it will secure from them an endorsement of this policy of non-interference is another question. In all low tariff sections of the country it is feared here that the President will be sharply censured when it becomes known, as it eventually must, that downward revision failed to a large extent solely because the President had a super-sensitive regard for the proprieties and did not want to do anything that would take away credit from the leaders of the two houses.

### This Week Is the Crucial One in Tariff Conference

**WASHINGTON**—This week promises to be the crucial one in the tariff fight. It will determine the extent of the concessions that the President can wring from Congress in the direction of lower rates.

The members of the conference committee, as a body, profess to be with him in his desire for reductions, but the very practical question before them is to secure the votes to pass a bill carrying these lower duties and in this lies the hardest part of the work to be done. It is there that the influence of the President must be exerted to the utmost, and upon his success depends the outcome. The result undoubtedly will be a compromise.

The conference committee met at 10 o'clock today, with the expectation of having before them the new draft of

the corporation tax. Several of the conferees have already seen this, which has been prepared by Attorney-General Wickesham and have expressed themselves as satisfied with it. No difficulty is, therefore, expected in securing its adoption.

### Manufacturers Propose Blanket Tax on Incomes

(Continued from Page One.)

NEW YORK—The board of directors of the National Association of Manufacturers has issued the following official statement "to the Congress of the United States:

"It is an injustice that our working classes be subjected to indignities by patronizing politicians.

"We therefore recommend, if necessary for income purposes, the enactment into law of a measure providing a just and equitable tax upon all citizens, exactly in proportion to their ability to assist in the support and receive the benefits of what we esteem to be the best government on the earth.

"As an illustration, we recommend one eighth of 1 per cent on all incomes. This would require 75 cents from the man who receives \$600 a year and \$1250 from the man who receives a million a year.

### Urge Department Rule By Business Commission

**WASHINGTON**—Samuel W. Smith of Michigan, chairman of the committee on the District of Columbia of the House of Representatives, has discovered, he thinks, what is needed most of all to put the federal departments generally in this city and throughout the country on the much-talked-of business basis.

Mr. Smith would have a commission appointed, composed of business men of high standing, to take charge of the departmental work of the government, and to devote themselves to it as they would and as they have done to their own business affairs. He would pay these men salaries as high as \$25,000 a year, if they could not be secured for less, and let them go ahead and apply business methods to Uncle Sam's business.

### Farm Question Greater Than Tariff, Says J. J. Hill

ST. PAUL—James J. Hill is home from Labrador.

"Do you think the Aldrich bill has an important bearing on the prosperity of the country?" he was asked.

"I'll tell you what would have an important bearing on the prosperity of the country—if all the members of Congress went right home now and stayed home for three years.

"People are hanging on the tariff changes, as if their bread and butter depended on it. The tariff is not the most important question of today.

"What is the cause of wheat selling at \$1.25? Most people think that Jim Patten is the answer to that. Could Jim Patten be the cause of mills in Ohio closing down? People don't realize new conditions. A few years ago from two thirds to three quarters of the people were living on the land. What is the case now? About 65 per cent of the population of the country are living in the cities. The question is: Can the 35 per cent feed the community?"

"How will the people get back to the land finally? Better methods of farming?"

"Empty stomachs," said Mr. Hill.

### Prof. Atwood Deplores Aldrich Tariff Power

BERLIN—Prof. George S. Atwood, secretary of the American Association of Commerce and Trade in Berlin, has just returned from a three months' trip to the United States on behalf of his aggressive and successful organization.

When he reached town he found a shoal of letters awaiting him from German merchants beseeching him for the latest light on PROF. ATWOOD, the American tariff situation, and particularly the prospects of concessions to Germany.

"I'm simply telling everybody," said Professor Atwood to a correspondent, "what President Taft told me when I myself sought for light. The President said: 'Ask Aldrich.'

"That is what the Kaiser and his eager tradesmen and subjects have got to do, too. As far as a commercial treaty is concerned, they must ask Aldrich. It was not astonishing, but an altogether humiliating spectacle to find our whole international trade problem practically reduced to the whim of one autocratic senator.

### BOSTON BRIEFS

Postoffice Inspector Charles M. Perkins, connected with the Boston office, is back at his post of duty again after a two months' absence in the West.

Mme. Gookin, proprietor of a fashionable millinery establishment at 13 Temple place, was today forced into bankruptcy by creditors for an aggregate sum of \$731.03.

Owing to an act of Congress of July 2, 1909, the United States civil service commission has canceled the quarterly stenography and typewriting examination which was to be held in Boston on July 27. The date has been changed to Oct. 26.

## ST. PAUL'S MEETING HEARS SERMON ON MEN WITHOUT WORK

(Continued from Page One.)

The Seabury Society's noon meeting was addressed today by Alexander F. Irvine of the Church of the Ascension, New York, in St. Paul's, Tremont street. Mr. Irvine's appeal was for an awakening interest in the great number of deserving unemployed. He will speak again tonight at 8 o'clock in St. John's Chapel, Cambridge.

Miss Emery, a well-known missionary, arrived today and will speak tomorrow on "A Missionary Tour of the World." The Rev. Harvey Officer, Jr., also comes today to open his classes in Bible study. The Rev. Dr. Samuel Hart began his studies in prayer this morning at 10 o'clock.

This week will see a much larger attendance at the school than last week. Many women's societies will hold meetings this week. Friday a conference of women of neighboring parishes will be called at which plans for a winter campaign will be discussed. The men will hold their conference on the same subject Friday at 8 p.m. in St. John's Chapel, Cambridge. Eugene M. Camp of New York, president of the Seabury Society, will speak.

Almost daily excursions are planned for those attending the summer sessions in the Episcopal Theological School, Cambridge. This afternoon at 4 o'clock they will be escorted by Henry W. Longfellow's grandson through the Craigie House, Longfellow's home. Tomorrow they will go by special car to Lexington and Concord and Wednesday they will visit the Old North Church. A trip to Plymouth has been planned for next Monday.

## MINISTER PREDICTS OCCUPATION ANEW OF OLD PALESTINE

The Rev. Robert Cameron of Boston, according to today's New York Press, in a discourse in the First Baptist Church, Seventy-ninth street and Broadway, Sunday evening, said Palestine would be the seat of the Jewish empire which is to arise after the Jews have acknowledged Christ, and that Babylon will then be the world's commercial center. He quoted from both Testaments to prove his statement.

We owe the Jews a debt of gratitude, he said. They have given us our religion, and our jurisprudence was given by the greatest lawgiver the world has ever known, Moses. When the laws of our own country prove inadequate we have to appeal to the law of Moses.

Why have we so many Jewish professors, bankers and merchants, and why is it that the Jewish boys and girls in our schools and colleges are so far ahead of their classes? Because their men and women obey the law of Moses.

Today there is no people on the face of the earth so free from idolatry as the Jews. They have no images—nothing. But they are absolutely destitute of spiritual life. They have no thought of bowing their heads to Jesus Christ or of going back to Palestine, but of acquiring land in the nations in which they are being persecuted and of gaining commercial supremacy and to rule the world.

For the first time since they were driven out the door of Palestine has been opened to them by the Young Turks. There are no more than 250,000 in that fertile country, which can hold 45,000,000. They'll go back. By and by they will have their country. But they all won't live there. All Americans don't live in America.

Banker Schiff Opposes Zionism as Impractical

BUFFALO, N. Y.—Jacob H. Schiff considers "Zionism" impractical and advocates a much wider dispersal of the Jewish immigrants in the United States than now takes place. He made the closing address of the thirteenth annual summer assembly of the Jewish Chautauqua Society here on Sunday.

The only solution of the problem is the better distribution of the Jews throughout the West through the ports of Galveston and New Orleans.

Officers were elected: Chancellor, Dr. Henry Berkowitz of Philadelphia; home secretary, Charles Edwin Fox of Philadelphia. It is likely next year's assembly will be in Cleveland.

## ALLAN LINE SALE SQUARELY DENIED

Bryce J. Allan, who has returned to Boston from Montreal, was asked today regarding the reported absorption of the Allan line by the Grand Trunk railway. "There is not a word of truth in the report," said he.

Inquiry at the Boston offices of the Grand Trunk also elicited definite statements in the negative.

**REPRISALS BY YOUNG TURKS.** CONSTANTINOPLE—The Young Turks are taking reprisals for the April mutiny in the army, said to have been instigated by Abdul Hamid. Today 13 participants in the mutiny, found guilty by a court-martial composed of officers favorable to the Young Turkish party, were executed.

Owing to an act of Congress of July 2, 1909, the United States civil service commission has canceled the quarterly stenography and typewriting examination which was to be held in Boston on July 27. The date has been changed to Oct. 26.

## AEROPLANE TODAY FLIES EIGHT MILES OVER THE CHANNEL

(Continued from Page One.)

At 8:50 o'clock the spectators grew anxious, and the tugs started across the channel to ascertain what had befallen the aeronaut.

Meanwhile the Harpon had started from Calais in the wake of the speeding airship. Eight miles from the coast the torpedo boat destroyer found the aeroplane floating on the surface of the water. The aeronaut was taken aboard the warship and carried back to Calais. The monoplane was taken back to Calais by the tugs.

Beyond being thoroughly wet, Latham was uninjured by the fall of the airship.

Upon his return to Calais he announced that he was not discouraged by the accident.

"I will make another attempt to cross the channel," said Latham, "just as soon as I can put the airship in readiness for a flight. The way the machine behaved convinces me that I shall be able to complete the trip."

The airship was shooting through the air at a height of 350 feet when the accident occurred. It glided gently down until within a short distance of the surface, and then dove straight for the water. It was practically uninjured by the fall, and, righting itself, it floated safely.

Vast crowds gathered here to welcome Latham as he stepped ashore from the launch of the Harpon, and scores surrounded the rescued aeronaut, throwing their arms about his neck and kissing him. Latham was greatly embarrassed by the reception and finally was rescued from the osculatory demonstrations by his friends.

The officers of the Harpon relate that when they sighted the fallen aeroplane Latham was clinging to the upper framework, quietly awaiting his rescuers.

The fall was due to the slowing down of the monoplane motor, which failed to furnish power enough to keep the airship afloat.

The aeroplane, which was not injured by its fall into the sea, was slightly damaged while being towed ashore. The engine is not injured, however, and Latham will at once set to work to repair the machine for another flight.

PARIS—The machines sold by the Wright brothers to French aeronauts have already proven successful in the hands of their owners.

M. Paulhon today flew from Arras to Douai, a distance across country of 20 kilometers, in 23 minutes. In returning, he was compelled to descend hurriedly, breaking his rudder. Sunday in the same machine he broke even the record of the machine's inventors for high flying, ascending 450 feet, nearly 100 feet higher than the Wright brothers themselves have ever attempted.

Count de Lambert, who has two Wright aeroplanes, is at Wissans, ready to make several test flights before attempting to cross the English channel. In view of the Latham monoplane mishap today, Lambert believes he will be the first to make the flight across the channel.

DRY GOODS DEALERS TO HAVE PRESIDENT AS GUEST ON OUTING

Unusual interest is being manifested in the annual outing of the New England Dry Goods Association to be held at Salem Willows on Wednesday, because of the acceptance by President Taft of an invitation to attend, provided he is in Beverly at the time. The committee in charge is making plans to accommodate at least 1000 persons. It is expected that many large stores will close, and in the smaller cities the dry goods business will be suspended for the day.

The day's program includes a trip down the harbor to Salem Willows where four hours of a royal good time will be enjoyed. The entire entertainment park at the Willows has been engaged and two bands and an orchestra will furnish music. Dinner will be served at noon.

At 3 o'clock the members and their friends will take the steamer for a sail along the North Shore to Gloucester. From Gloucester the return trip will be made direct to Boston, arriving here at 7 o'clock.

The committee in charge includes J. C. B. Smith, president; C. G. Ferris, vice-president, and John A. Waldo, Jr., secretary.

The New England Dry Goods Association has a membership of 540 men, and has grown from a small club of 79 members in the past two years. There are now 65 on the waiting list.

**VON BUELOW GIVEN OVATION.**

BERLIN—A great crowd at the station gave Prince Von Buelow an enthusiastic ovation on his departure for Klein Flottbek. An officer representing the Emperor presented a beautiful bouquet to the princess. The Emperor started Saturday for his northern tour aboard the imperial yacht Hohenzollern.

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## PAGEANT TO REPEAT PILGRIMS' HISTORY IN TOWN OF DUXBURY

Landing at Plymouth and Coming of Standish, Alden, Soule and Others Will Be Accurately Shown.

### LONG WILL SPEAK

DUXBURY, Mass.—Pageant will repeat on July 31 in this town the crucial events in the early history of the Pilgrims in England, Holland and the vicinity of Duxbury. The occasion will "celebrate the landing of the Pilgrims at Plymouth and the coming of Myles Standish, John Alden, George Soule and other Pilgrims to Duxbury, and do honor to their courage, heroism and valor."

The morning will be devoted to the visiting of the various points of historical interest. At a meeting in the Unitarian church at 11 o'clock the Hon. John D. Long will deliver the principal historical address of the day; other prominent men will also speak.

The historical pageant will be given on the grounds of the Partridge Academy at 3:45 p. m. The several scenes will be presented with a background of trees and foliage and the tableaux on an elevated embankment, hidden by a curtain made entirely of foliage. One hundred or more Duxbury people and descendants of the Pilgrims from nearby localities have been cast in these scenes and tableau.

The fact that these spectacles will be presented with historical exactness lends interest to the pageant. A committee of men and women, well versed in the history of the town, have carefully prepared the details. Miss Margaret McLaren Eager, whose success in similar pageants at Plymouth, Boston, Providence, Medford and Dedham is well known, is to stage the scenes. A public full dress rehearsal of the entire pageant will be given the night before at 8 o'clock.

Women will serve a dinner at the town hall between 12:30 and 3 p. m. In keeping with the atmosphere of the occasion, the hall will be transformed into a great old-fashioned New England kitchen and the waitresses will be gowned in Pilgrim costumes. In the general scheme of decoration, the coats of arms of England, Holland and this country will be prominent.

The proceeds of the celebration will be deposited as a fund, the income of which is to be used for the care of the Standish monument and grounds. The executive committee in charge consists of J. Myles Standish of Boston, who is chairman; Commodore William S. Moore, William J. Wright, Horace H. Soule and Alfred E. Green. The historian of Duxbury, Lawrence Bradford, will act in the capacity of historical censor.

### FAVORS CHICAGO EVENING SCHOOL

CHICAGO—Alfred D. Urion, new president of the board of education, who succeeds Otto C. Schneider, has outlined his plan.

A new superintendent, to take the place left vacant by Edwin Cooley when the latter accepted a position with a Boston publishing house, will be appointed as quickly as a suitable man can be found. His first work will be to provide adequate facilities for the children who are unable to pursue their studies beyond the elementary grades.

"Our aim," says Mr. Urion, "will be to try to equip such children for their battle with the world. In this connection I believe in the extension of the night schools and of every branch of our work which makes for the betterment of those children who must go to work early in life."

### MERCHANTS UNITE AT NARRAGANSETT

NARRAGANSETT PIER, R. I.—The Narragansett Business Association at the Pier has adopted a constitution and bylaws. The purpose of the association is set forth in the following preamble:

"The objects of the association shall be to promote measures for the benefit of Narragansett Pier in general; to discuss and assist in the suppression of objectionable features and municipal and other abuses; to aid in securing better fire protection, improved building regulations and improvements, and more adequate and reasonable fire insurance, and by the bringing together of the substantial business interests of the town for the protection of all, to promote desirable and beneficial municipal and other legislation."

### LIGHT PACT BOND TIME ENDS TODAY

The time given the Greater Boston Illuminating Company by Superintendent Guy C. Emerson in which to file a \$50,000 bond, as required by the specifications of the \$236,000 light contract, expires at noon today.

The contract, if no bond is filed, may be given the next lowest bidder, the Rising Sun Company, or new bids may be called for, and an opportunity given the finance commission to express its views on the question, before any contract is signed.

Gift of a Reproduction  
Of the Lupo di Roma to  
City of Sault Ste. Marie



### OUTDOOR SOCIETY OUTLINES SCOPE

Illinois Improvement Association Aims to Work for Better Landscapes Throughout State.

CHICAGO—The Illinois Outdoor Improvement Association received its impetus March 31 at the conference at the University of Illinois called by President James of that institution. On April 30 the committee of organization met in Chicago at the City Club and framed a constitution. The announcement of the completion of organization and the plan and scope of the work of the association has just been made.

The aim of the association is to secure the cooperation of societies, clubs and schools interested in landscape improvement of those persons or organizations who take an interest in the preservation any development of any beautiful or historical spot, and to encourage the local organizations and to stimulate similar effort in all the educational institutions of the state.

Among its plans are the institution of a traveling lecture course on outdoor improvement and the organization of traveling library.

CHASE S. OSBORN,  
Who has done much for the adornment of his home city,  
Sault Ste. Marie.

SAULT STE. MARIE, Mich.—Michigan's oldest settlement, the Sault Sainte Marie, familiarly known as the "Soo," is soon to receive another testimonial of the generosity of a leading citizen—Chase S. Osborn—in the form of a handsome addition to its municipal monuments, a reproduction of Italy's famous Lupo di Roma in bronze.

Mr. Osborn has already presented the Soo with a magnificent stone torso and two stone torii or Japanese lanterns, brought from the Land of Cherry Blossoms; a pair of stone lions from Switzerland, which adorn the City Hall grounds; a \$4000 set of chimes for the local Episcopal cathedral and 2000 elms trees for the adornment of the principal avenues and streets in his home city.

### BOY SHAH REFUSES CROWN AND WEEPS WHEN MADE A KING

(Continued from Page One.)

moniously notified of his high position and of the hope entertained by the nation that he would prove a good ruler.

"Inshallah, I will," replied the lad.

Arrangements for his coronation will be made hereafter. In the mean time the little Shah, who is guarded by a Bakhtiar, remains with his tutors at the Sultanabad, where his mother is free to visit him. The ex-Shah accepts his strange position with oriental philosophy and shows no lack of the personal dignity becoming a monarch. He and his family receive the best possible attention at the legation, where a Russian and British guard watch over his safety.

The ordering of the regulars to camp duty with the state troops is a new departure for this state, although the Maine troops have had the advantage of association with regulars in the various war games which have been carried on.

### REGULAR INFANTRY WILL GO INTO CAMP WITH MAINE MILITIA

AUGUSTA, Me.—Two companies of the 21st infantry, U. S. A., en route to this city to go into camp with the Maine militia on Aug. 1, are engaged in the longest march ever attempted by infantry troops in New England. The two companies, K and L, are marching from their permanent quarters at Plattsburg, N. Y., across Vermont and New Hampshire to this city and according to special orders just issued from the headquarters of the department of the East, the two commands will return to their home station by the same route they came.

The original orders issued in June from Governor's island directed the two companies to cross Lake Champlain in boats and upon landing in Vermont to proceed at once to this city and report to Adj. Gen. Elliot C. Dill for duty with the two regiments of Maine militia; this report to be made not later than Sunday, Aug. 1, thus giving them 16 days in which to make the march. They left Plattsburg last Thursday.

The ordering of the regulars to camp duty with the state troops is a new departure for this state, although the Maine troops have had the advantage of association with regulars in the various war games which have been carried on.

### NEW YORK STATE ABOLISHES TOLLS

Old-Fashioned Bridges, Operated as a Source of Revenue, Are Soon to Be a Thing of the Past.

ALBANY, N. Y.—Automobilists all over the country will be interested in the announcement that the new state highway commission has begun work on the condemnation of toll bridges. This work can be undertaken by the commission under authority conferred by the last Legislature.

The commission has made a start by certifying to the attorney-general its approval of resolutions adopted by the board of supervisors of St. Lawrence county petitioning for the abolition of toll bridges.

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## BIG ROLLING MILLS HARRIMAN PLAN FOR GREELEY, COLORADO

Railroad Magnate Ordered Survey, but Details of Reported Plant Are Kept a Secret.

### SPELLS ECONOMY

The Union Pacific Railroad Company it appears has about completed its plans for the establishment of immense rolling mills and steel works in Greeley, Colo., where the steel rails for the western lines of the Harriman system and where the iron and other finished products, for its cars and engines will be manufactured, says the Denver (Colo.) News.

At Union Pacific headquarters in Omaha (Neb.) for months there has been talk of the establishment of rolling mills and a steel plant at some point along the western lines, but nothing has been given out concerning the location. Now, however, it seems that Greeley has been decided upon and that prior to his departure for Europe Mr. Harriman authorized the preliminary details looking to the location of the works.

Engineers have been at Greeley during the past three months and have made surveys of the grounds and they have found a location that is entirely satisfactory. Blue prints of the survey have been made and have been submitted to the Chicago offices of the company and from there have been sent on to New York.

While little definite information is given out, it is stated that when the plant is completed and in operation it will give employment to from 2,000 to 3,000 men in the roasting furnaces, the mills and the plate works.

When work will be commenced on the plant is uncertain, though it is intimated that some of the buildings may be erected this year.

Since Harriman acquired the control of the Union Pacific, the Southern Pacific and the Shut Line he has felt the necessity of having steel works at some central point along the western portion of the system and, after making numerous trips back and forth from the coast, he has intimated that the most logical point would be in Colorado. He has said that to the south of Greeley less than 100 miles away there are mountains of iron and that in the western portion of the state and easy of access there are inexhaustible quantities of coal, besides the great fields of Wyoming, owned and operated by the company.

With these conditions existing, he has said that steel rails and the iron for cars and bridge work can be manufactured in Colorado at fully 25 per cent less than is now paid for the same class of material at the mills of Pennsylvania, and 10 per cent less than is now paid at the rolling mills of South Chicago.

Chief Engineer Huntley of the Union Pacific system says that while the plans for the Greeley works have not passed through his office, nothing would surprise him. He knows that the plan of the Harriman management has been to establish industries along the lines and manufacture the finished product out of the raw material tributary, thus saving the profits of the middleman, as well as manufacturing for sale to other roads. He has heard a great deal of talk about the Greeley works there at various times since the last spring.

The building of such mills as are contemplated would mean the expenditure of millions of dollars in buildings and equipping the plant and at the same time would mean the adding of hundreds of homes to Greeley, as the workmen, or the most of them, would become permanent residents of the place.

### SCHOLARS STUDY GERMAN METHODS

The invasion of Germany by American professors continues apace and promises soon to break all previous records, says the New York Times.

The number of those who are either in Berlin or on the way is so great and their objects are so various that German university men confess to finding it hard to keep track of them.

In addition to newly announced contingents of "exchange professors" and "Roosevelt professors," who together compose the staff of America's unofficial diplomatic branch office at the Berlin University, Prof. L. G. Smith of Boston is in Berlin with eight other educators for the purpose of studying German schools. Prof. Ralph Starr of Cornell University will arrive next winter, and Prof. Marion D. Learned of the University of Pennsylvania is continuing his historical researches in Berlin, which are expected to present in a vivid light the depth and sincerity of the friendship toward the United States which Germany has shown in past actions.

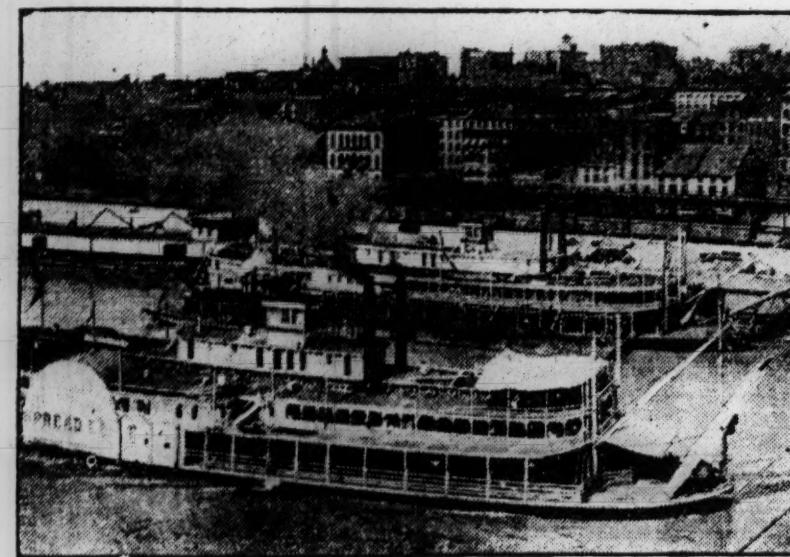
### MONEY IN MAKING OF DAIRY BUTTER

The makers of private dairy butter have been having the inside track in prices the past winter and spring, says the Maine Farmer.

Country stores even in the best dairy sections have been unable to find enough of the private make to supply the local demand, and have had to resort to the butter factories.

As the dairy business is now trending there is more money to the dairyman in making private dairy butter to sell among patrons of creameries than in furnishing the cream to the factories.

### Part Two of Waterway Report Made



TRANSPORTATION ON THE MISSISSIPPI.

View of the greatest river in the United States at St. Louis, showing the types of steamboats which carry both passengers and freight.

(Continued from Page One.)

We have, roughly, three great transportation systems—(1) rail; (2) deep water (coastwise and Great Lakes); (3) rivers and canals.

From 1889 to 1906 there has been (1) an enormous increase in rail traffic; (2) a great increase of Great Lakes and coastwise traffic; (3) a decrease on the Mississippi river system and the inland canals, which practically represent the third class.

The great through business of earlier times no longer exists. The traffic history of St. Louis well illustrates this situation. River shipments there in 1890 were over 600,000 tons; in 1906, 89,000 tons. Rail shipments, on the other hand, in 1890 were about 5,000,000 tons; in 1906, 17,000,000 tons.

The deep water Atlantic and gulf coasts the through freight is very largely bulk, chiefly coal, lumber, phosphate, naval stores, cotton, refined oil, sugar, rice and fruit. The greater volume moves northward. Little coal goes south by water. There is also an important movement of general merchandise. There is some use of gulf rivers as feeders, bringing bulk freight to central ports.

On the Pacific coast the principal bulk freight consists of lumber moving south and oil north; there is also considerable merchandise freight. There is a large trade with Alaska. The river traffic is relatively of much less importance.

More than 80 per cent of the Great Lakes trade is bulk, with very advanced terminal development and very low transportation costs. General merchandise freight is about 10 per cent of the lake trade.

River and canal traffic in general is declining, especially on the Mississippi river system and inland canals. Up to 1855 traffic on the New York canals, including the Erie, was more than twice that of the railroads crossing New York state; in 1872 it was one-third, and now it is less than 3 per cent. The total traffic of all state and private canals has declined from 16,000,000 tons in 1880 to about 6,600,000 tons in 1906.

The Mississippi river traffic has greatly declined since the building of parallel railroads. It was about 19,000,000 tons in 1906, mainly coal, lumber, railroad ties, sand, gravel, oil, cotton, etc.

### FORESTRY CENTER IS TO BE CHICAGO

Field Work of the Federal Government Department Will Be Directed from Illinois City.

CHICAGO—The forestry department field work of the federal government is to be concentrated in Chicago. The work that has formerly been directed from Denver, Portland, San Francisco, Missoula and Albuquerque, will hereafter be conducted from Chicago.

Until this change the city had an important part in the forest service department, the local forestry branch being connected with the reclamation service. The enlargement of its scope necessitated a larger force and more space, and the office was forced to move from the federal building to the fourteenth floor of the Fisher Building.

From Chicago will be issued the monthly statistical records of lumber values, and studies of the timber-using industries will be conducted from this point. Later in the year the government's testing laboratory will be opened at Madison, Wis., where it has been placed to cooperate with the University of Wisconsin. At that time the other testing plants, located in Washington, in Lafayette, Ind., and in various points in the South, will be closed. The work at Madison will be directed through the Chicago office.

### BEGIN SHELBURNE FALLS STRUCTURE

SHELBURNE FALLS, Mass.—Roy S. Merrill today began to erect a new tower on East mountain to take the place of the wooden structure blown down years ago. The new tower will be 60 feet high and constructed of stone laid in cement. It is to be circular and eight feet in diameter inside. The walls start at the base three feet in thickness and taper down to 18 inches at the top, the slope being on the outside.

The fund for rebuilding was started in 1898 when a minstrel show was given. Other entertainments have been given from time to time, and many private subscriptions made. The largest individual subscription was that of William M. Pratt of Greenfield, who contributed \$500.

### CHAIR OF AVIATION IN PARIS COLLEGE

The University of Paris has announced two donations in the interest of aviation, says the Kansas City Times. The first is \$100,000 with an annual subvention of \$3000 from Henri Deutsche-Delamurthe, for the foundation of a department of technical aeronautics, including studies and researches for the perfection of aerial apparatus. The second is \$140,000 from Basil Zakaroff, a Greek resident of Paris, for the foundation of a chair of aviation.

### ILLUMINATE CITY FOR HOME-COMING

Campaign Started by Citizens to Make South Bend One of Best Lighted Cities in the World for Event.

SOUTH BEND, Ind.—Business men of this city today are engaged in a campaign to make South Bend one of the best lighted cities in the world, the illuminating improvements to be completed by Oct. 3, when South Bend will have a "home-coming" week.

On Michigan street even now every night is gala night if the lighting scheme is any indication of festivity. Besides the ordinary lights at street corners, Michigan street throughout the business district is illuminated by large arches across the street. The new movement on foot is to enlarge the system and to bring other business streets, in fact, the entire business district, within the glow. The plan now contemplated provides for the lighting of Michigan, Jefferson, Main and Washington streets and Vista avenue. The electric light corporation and the gas company are in competition for the contract. The new lamps are to be arranged in clusters supported by arches, which will support additional clusters. Business men are enthusiastic over the scheme and are pushing the enterprise vigorously.

### SALEM OLD-HOME WEEK PROGRAM

SALEM, Mass.—Friends of Salem in every quarter of the globe have been notified that the city is to celebrate Old Home Week, beginning July 26. Many thousands of post cards, containing views of the scout cruiser Salem and the silver service which the citizens are to present to her, have been mailed as a means of advertising the occasion. The money which purchased the silver service was raised by dime subscriptions. The program for the week follows:

Monday—Illumination, boat parade and fireworks at the Willows.

Tuesday—Presentation of gifts to the U. S. S. Salem and parade of ship's crew through principal streets.

Wednesday—Military and civic parade and trades parade. Banquet in the evening at the state armory.

Thursday—Entertainment of the crew, with athletic sports. Ball for the blue-jackets in the evening.

### MELROSE PLANS SOLDIERS' SHAFT

MELROSE, Mass.—An organization to raise funds to erect a soldiers' monument has been formed here and the officers are: President, Levi S. Gould; secretary, O. B. Monroe; treasurer, Col. Alfred Hocking. The executive committee is Moses S. Page, A. A. Carlton, C. J. Barton, C. T. Fernald, John Larrabee, C. C. Swett, J. A. Hewes, L. A. Friend, F. P. Shumway, Charles C. Barry, J. C. F. Slayton, George W. Libby, George E. Gilchrist, L. F. Keene, Charles M. Cox and W. N. Folsom. The fund starts with about \$1200 raised by U. S. Grant post. It is proposed to raise about \$15,000.

At present our river and canal system, hampered by its natural defects, in unrestricted competition with the unified, standardized rail system, is helpless to secure for itself a reasonable share of the freight. It therefore cannot afford to provide transportation facilities worthy of its great possibilities.

Whatever may be the limitations of the waterways system, it is clear that certain easily made improvements in channels, port terminals and especially in the regulation of the relations of railroads and waterways, can secure for the waterways a far greater proportion of business and lead to a great improvement in their condition.

### CHICAGO LIBRARY REPORT GIVEN OUT

Interesting Facts of Progress Are Included in Annual Statement of Retiring Head of Board.

CHICAGO—Robert J. Roulston has been elected president of the public library board, to succeed Dr. Bernard J. Cigrand, who placed his name in nomination. In his annual report to the city council, Dr. Cigrand brought out the following facts:

The public library and the public schools have been brought into closer connection by the opening of two branch libraries with trained librarians in charge, in the Burr and Montefiore schools.

Branch reading rooms have been established at the parks and the new playgrounds.

The library has been open in the evening.

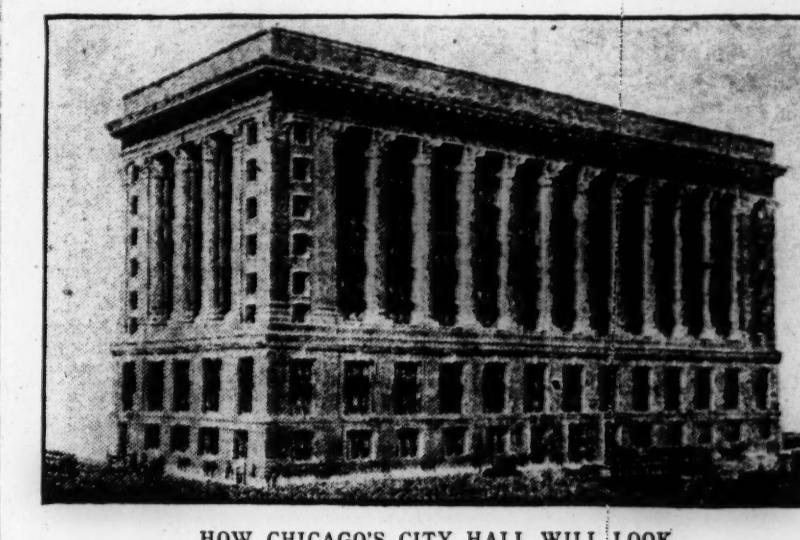
The circulation of books increased 33 per cent during the year.

"Story hours" have been instituted in many new centers, both in public school and in branch library rooms.

The Abraham Lincoln catalogue, the largest book of the kind ever devoted to a single individual, has been published and distributed among the school and civil institutions.

W. N. C. Carlton of Trinity College, Hartford, Conn., the successor to John Vance Cheney as librarian of the Newberry library, is enthusiastic over Chicago as the future library center of the nation. He says the city seems to have worked out its library needs on a most logical basis, with three large institutions (the Newberry, the Public and the Cram) developing side by side with definitely established relations and plans.

### Lay Corner-Stone of Chicago's New City Hall at Ceremony Tomorrow



HOW CHICAGO'S CITY HALL WILL LOOK.

The above picture shows the Chicago court house, of which the municipal building will be an exact counterpart.

### ENGRAVING OF WOOD IS BECOMING A RARE DEPARTMENT IN ART

Henry Wolf is One of the Few Exponents of the Advance of Mechanical Inventions in This Line.

### MAKES A PORTRAIT

But very few artists still carry on the gentle art of wood engraving. With the substitution of mechanical processes for reproducing illustrations the demand for engravings on wood for that purpose ceased. Only the few who had brought the art to such perfection that their work was sought for itself—as one would seek an etching or mezzotint—still do the work.

One of these is Henry Wolf, who has made rather a specialty of wood engravings from pictures by American artists, although not confining himself entirely to these. Mr. Wolf is a member of the National Academy of Design. He prints only a limited number of impressions from his blocks, and his work is much valued by collectors.

His latest block is a portrait of Robert Louis Stevenson, and as it is engraved from a most unusual photograph instead of from a painting, it submits a new field for this wood engraver's art. Of course, portraiture in wood engraving is not new, but today the unconventional modern photograph is capable of giving it a new turn. In any event friends and admirers of Stevenson will be glad that the photograph existed and that Stevenson's friend, Mr. Will H. Low, loaned it to Mr. Wolf that he might make an interpretive reproduction of it through wood engraving, says the New York Herald.

The history, naturalness and charm of the photograph are set forth in a letter from Mr. Low to Mr. Wolf. With the result of Mr. Wolf's work from this photograph Stevenson's friend appears to be highly satisfied. "I am greatly pleased," he writes, "with your engraving of what I always considered the best photographic portrait of Robert Louis Stevenson. It is entirely faithful to the original and has a sense of tone that is especially good."

### TEACH FARMERS BY POSTAL CARD

Instruction by postal card is the latest innovation of the department of agriculture of the university at Berkeley, says the San Francisco Call. If the plans of the university faculty of this department mature, this method of instruction will be followed, to supplement the work of the agricultural exhibition train which travels through the state at stated intervals.

It is planned to limit the number of words on the card to 500, which will be plenty in most cases to give the farmer a comprehensive command of the message of the university authorities.

WALTHAM, Mass.—The Rev. George S. Wheeler, who has been associated with the free reading room for the past two and a half years, has accepted a call to the pastorate of the Church of the New Jerusalem in Bridgewater, and will assume his duties there the first of October.

Since coming to Waltham the Rev. Mr. Wheeler has gained a wide acquaintance. Prior to coming here he served for six years as pastor of the New Jerusalem Church in Providence, R. I.

HERE must be some attractive subject in the neighborhood of your home that would make an interesting picture for reproduction in The Christian Science Monitor.

Then you may be able also to write a little story about it.

The Monitor plans to print two original pictures each Saturday on

its Children's Page, which it aims to make both entertaining and instructive. For the best photograph received each week \$1.00 will be paid; for the second best, 50 cents.

Small pictures will be considered.

paid for. Write name and address plainly, and enclose stamps if return of picture is desired. Send to "Children's Page," Christian Science Monitor, Falmouth and St. Paul Streets, Boston, Mass., U. S. A.

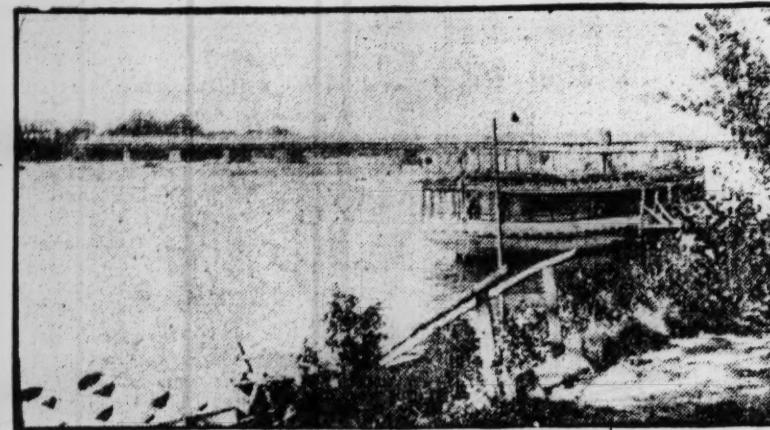
Get Out Your  
Cameras,  
Boys and Girls

## Springfield Is Elated Over the Outlook for Navigation on the Connecticut River

Gaslight Company Utilizes Former Lumber Barge as a Tug and Dredger and Will Use It as a Freighter.

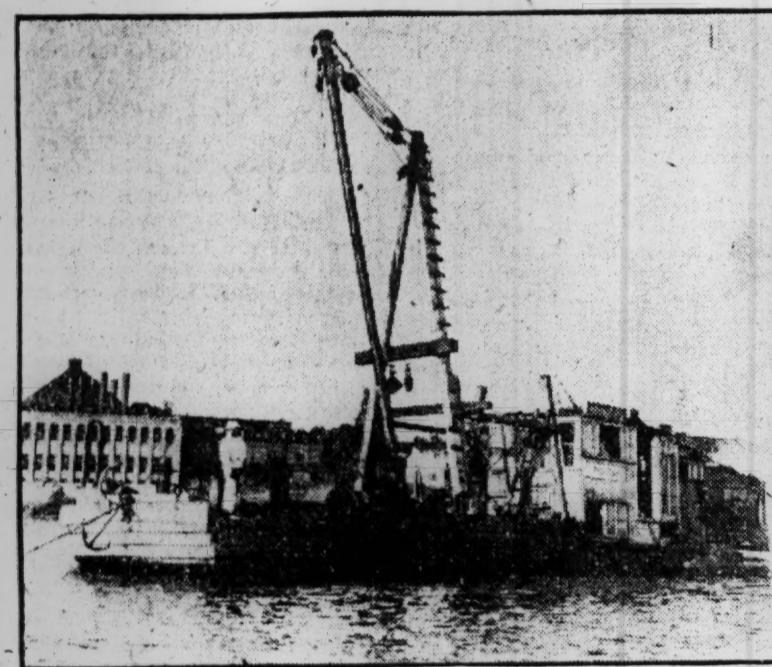
### SURVEY IS ORDERED

SPRINGFIELD, Mass.—Business men of this city and large manufacturing interests along the entire Connecticut are feeling quite elated over the prospects for a navigable river, at least as far north as Springfield, within a reasonably short time, a harbor master having been appointed and confirmed recently for the



VIEW ON THE CONNECTICUT RIVER.

Scene at Springfield, Mass., showing the bridge in the background.



THE REMODELED PIONEER.

Former lumber barge has been converted into a combination tug, barge and dredger, and is now at work on the channel. It is propelled by a stern paddle.

city and prospects being excellent for a survey of the Connecticut river by the United States government this summer from Holyoke to tidewater.

One concern, the Springfield Gaslight Company, has already fitted up a power barge and intends making the experiment of bringing bulk freight to this city at the earliest possible moment.

The proposition of making the Connecticut river navigable to this city and above is one that has been agitated for more than 10 years, but many setbacks have been encountered by those who were at the head of the movement. The most serious obstacles which the promoters have been facing are the heavy damages which would have to be paid to various interests along the river and the expense which would be incurred in dredging the river after the surveys had been made.

This year the parties interested are fairly positive that the surveys will be made and thus one object toward which they have been working has received a gratifying impetus.

Serious complications arise at Windsor Locks, 10 miles below this city, where the Connecticut River Company has canal power and locks, and this has been one of the chief drawbacks to the scheme, the argument being that the damages which

would have to be paid to this company would be too great an expense to add to the cost of dredging the channel and of the other improvements required on the river.

Another setback is in the fact that at the present time there is a bill before the federal congress asking for the incorporation of the Enfield Power Company, which wishes to build a dam between Windsor Locks and the town of East Windsor, with a lock capable of lifting steamers and the largest barges from the lower to the higher level. The locks at present in use are too small to accommodate any craft drawing more than eight feet of water.

An endeavor to secure reasonable navigation for this city, and particularly to haul coal to its own plant, the Springfield Gaslight Company converted a big lumber barge known as the Julie Planté into a large towboat, placing in it a powerful crude oil engine, equipping it with a huge derrick and making its hold capacity 30 tons of coal.

This remodeled towboat has been christened Pioneer and is intended to be a pioneer freight carrier on the Connecticut river between the sound and Springfield, as its name indicates.

The Pioneer is now at work dredging the channel between Hartford and Springfield, so that there will be a uni-

versal depth of six feet at low water. This work is being done at the expense of the Springfield Gaslight Company.

The company is having built also four large barges, each with a capacity of 100 tons of coal, and hopes to freight its own fuel from tidewater to this city within a short time.

A great deal of money has been spent by the gas company in studying and solving the problem of navigation on this river and when Springfield merchants receive their bulk freight by water from Long Island sound, the company will merit the thanks of the interests along the entire river.

Springfield interests have not been selfish in the proposition in the least, and the business men of the city realize that it will be just as beneficial to Holyoke to be able to receive that city's great amount of bulk freight by water as it will be to this city, and in trying to work out the proposition Springfield citizens have always taken into consideration the interests along the entire river and have worked upon cooperative lines. To this attitude is due not a little of the success already achieved in this matter.

Before the days of the railroad, navigation was a reality on the Connecticut, and in Dickens' "American Notes" can be found reference to a trip theron from Springfield to Hartford.

It is estimated that at the present time the number of pleasure craft to be found on the river in the vicinity of this city will mount to a total value of upward of \$100,000, and it is declared that the dredging of the river would increase the aggregate valuation by many thousands of dollars, while no one has ventured to estimate the benefit in matter of dollars and cents which the cities of Springfield and Holyoke would realize from craft of a strictly commercial nature.

Springfield is recognized as one of the growing manufacturing cities of the East, and the placing of the city at practically tidewater would reduce the first costs of the enormous amount of fuel used to such a degree that it is believed the value of the factories in the city could be greatly increased within a few years.

The Springfield Society for the Advancement of Navigation has been active in furthering the arguments in favor of making the river navigable, and not a little credit is due to this organization, composed of prominent business men, for what has already been accomplished, including the recent appointment of Charles T. Shean as harbor master, and the securing of a United States inspector to be stationed on the river this summer while the work of making the surveys for dredging is under way.

## NEWS OF THE REALTY MARKET

The Browne Building, 126 to 150 Pleasant street, Malden, assessed at \$131,000, has just been sold by Charles J. Schefreen to Ezra F. Pratt. The land alone is valued at \$72,000 and the price paid was in excess of the total assessed valuation.

The Browne Building is one of the most prominent in Malden, directly opposite the Auditorium, and near Malden square. It is a large five-story brick and stone structure with seven stories on the lower floor, offices on the second floor and halls on the third and fourth floors. It is the home of the Malden Club, which occupies a large part of the second floor, while Astor Hall is the meeting-place of more than 40 secret orders and other societies.

The conveyance includes the Marcus terrace property adjoining, known as the Edward Hall Building. The second floor is occupied by the Young Women's Christian Association and several orders make their home there. Both parcels will be further improved.

### BROOKLINE—BRIGHTON.

Charles J. Johnston of Roxbury has closed the purchase of a lot on Beacon street, between Winthrop road and Tappan street, Brookline. It is assessed for \$20,000. There is 17,425 square feet. J. W. French was the grantor. Mr. Johnston will make extensive improvements.

Houghton & Rich, Easton Building, report the passing of final papers in the sale of the apartment property at 83 Brighton avenue, Allston, to the Eastern Land Associates. The estate consists of a modern three-apartment brick building and good lot of land, all assessed for \$7400. William P. Morse was the grantor.

### DISTRICT TRANSFERS.

The Eliot Five Cents Savings Bank has sold to Manfredo Friedman a frame house and stable at 326 Dudley street,

near Adams street, Roxbury, occupying 12,000 square feet of land. The whole is assessed for \$13,800, of which \$10,800 is on the lot.

The city of Boston has bought for schoolhouse purposes a large lot on Ruggles street, front brick apartment house, 64 Westland avenue, Back Bay, near the corner of Hemenway street, having a total assessment of \$23,000. At the same time Mr. Pratt sold to Charles J. Schefreen the Hotel Glenwood in Roxbury. It has a total assessment of \$73,600. There is 3890 square feet of land, rated at \$13,600.

Warren W. Lovejoy has sold to Ida J. Lindsay a frame house with 4000 Dorchester, taxed at \$5800. The sale of 6 Hancock street, West End, has been effected. Clara G. Perry conveyed to Robert S. Gorman et al. trustees. The total assessment is \$30,500.

A frame house and 8433 square feet of land at 118 Kirttredge street, Roslindale, West Roxbury, have been sold through Windsor R. Porter & Son, to Catherine F. England, who will occupy.

The title was given by Johanna C. Rydstrom.

### OUT-OF-TOWN SALES.

Fred Goss of Melrose has purchased through Josiah F. Prescott the Osgood fruit and glass farm in Deering, N. H.

The country residence of the Rev. Arthur W. Richards on Hayden Row street, Hopkinton, has been sold through P. F. Leland to Mrs. Eleanor Medhurst of Boston, for an all-the-year-round home.

Dr. Herbert F. Longley of Randolph has purchased a cottage owned by L. Danforth, administrator, at Gun Point, Harpswell, Me.

John B. Burdette has bought a six-room house and about 35,000 square feet of land at 539 Main street, Wakefield, from the heirs of Caleb Foster. The property is assessed for \$3000.

### SOMERVILLE.

The Massachusetts Realty Company has sold a two-family house and 3000 square feet of land at 900 Broadway,

near Adams street, Roxbury, occupying 12,000 square feet of land. The whole is assessed for \$13,800, of which \$10,800 is on the lot.

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# Trading in Stocks of Larger Volume, Closing at Higher Level

## VERY STRONG TONE IS DEVELOPED IN STOCK MARKET

New High Level Is Reached by a Few Issues and Considerable Irregularity is Shown in the Trading.

## GIROUX IS ACTIVE

Irregularity followed by some display of strength characterized the early trading today in the New York market. The new high level of some of the leaders is looked upon from several viewpoints by traders, lending a rather uncertain tone to the market. Some think that the big interests are still rather heavily loaded up with securities and that in order to create a market for them the public must be attracted by a spectacular rise in prices and that an excited market may be expected almost any time when quotations will soar with little regard to values. Others believe that the public will not be tempted to any great extent in this way and that before there is much outside buying there must be a good healthy reaction and lower prices.

The market today gave evidence that it was somewhat of a professional affair and much caution was shown by both the bears and bulls. St. Paul became conspicuous in the early sales by making a sharp advance. After opening up 11 $\frac{1}{2}$  at 156 it advanced to 156 $\frac{1}{2}$ . Union Pacific opened up 3 $\frac{1}{2}$  at 198 $\frac{1}{2}$ , a new high level, and reacted fractionally. Atchison started off  $\frac{1}{2}$  higher at 117 $\frac{1}{2}$  and improved fractionally. Chesapeake & Ohio at 77 $\frac{1}{2}$  was up  $\frac{1}{2}$  and during the first hour advanced to 78 $\frac{1}{2}$ .

The Rock Island issues were in good demand. The preferred was up  $\frac{1}{2}$  at the opening at 73 $\frac{1}{2}$  and improved to 74. The Rock Island securities have been helped very much by the expected record breaking corn crop. The road's lines penetrate the corn raising districts to a greater extent than any other road, and the abundant harvest doubtless will add greatly to its earnings during the coming fall. The Rock Island system comprises 17,000 miles of lines which enter nearly every corn growing state of the Union. There is a renewal of talk that dividends are to be restored on the preferred.

Ontario & Western attracted some attention by advancing from 52 $\frac{1}{2}$  to 54. Reading opened up 5 $\frac{1}{2}$  at 150 $\frac{1}{2}$  and rose to 157. U. S. Steel was less active. It opened off  $\frac{1}{2}$  at 72, declined to 71 $\frac{1}{2}$  and then recovered its loss. Steel Foundries sold up to 55, a new high record. Amalgamated Copper was up  $\frac{1}{2}$  at the opening at 82 $\frac{1}{2}$  and then sold under 82.

A good deal of Giroux was traded in on the Boston exchange. It opened at 90 $\frac{1}{2}$ , an advance of 3 $\frac{1}{2}$ , and sold up to 104 $\frac{1}{2}$ . North Butte was 1 $\frac{1}{2}$  higher at 52, and advanced to 52 $\frac{1}{2}$ . Later it reacted somewhat. Superior & Pittsburg was lower at 16 $\frac{1}{2}$  and 16 $\frac{3}{4}$ .

The New York market developed a strong tone in the early afternoon and trading became broader. There were some recessions on profit taking and trading became quiet during the later trading. The Boston market held steady. Utah Copper advancing from 48 $\frac{1}{2}$  to 50 was a feature of the local market.

## CENTRAL LINES ARE DOING WELL

W. C. Brown, president of the New York Central lines, returned to New York from a vacation trip on Friday. He left New York on June 12 and spent most of his time on his farm at Clarendon, Ia. While visiting his farm he traveled over a considerable portion of the neighboring farming districts on horseback and in an automobile.

Mr. Brown said that he found the crop everywhere looking fine and the condition of the farming classes better than ever before. On the way back to New York he stopped at several of the large cities and found from all reports that business was greatly improved. Mr. Brown stated that the New York Central was doing an exceedingly large business both in freight and passengers, and the company had more money in bank than at any other previous time.

## MANY GRADUATES IN ILLINOIS.

It is estimated that there are 37,000 grammar school and 7500 high school graduates in Illinois this year, according to Francis G. Blair, state superintendent of public instruction, says the Chicago Tribune.

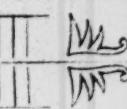
## NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks today:

	Open.	High.	Low.	Last
Amalg. Copper	82 $\frac{1}{2}$	82 $\frac{1}{2}$	81 $\frac{1}{2}$	81 $\frac{1}{2}$
Am. Beet Sugar	44 $\frac{1}{2}$	44 $\frac{1}{2}$	43 $\frac{1}{2}$	47 $\frac{1}{2}$
Am. Car & Found.	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$	62
Am. Cotton Oil	72 $\frac{1}{2}$	74 $\frac{1}{2}$	72 $\frac{1}{2}$	74 $\frac{1}{2}$
Am. Ice Securities	37 $\frac{1}{2}$	38 $\frac{1}{2}$	37 $\frac{1}{2}$	38
Am. Locomotive	61	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$
Am. Smelt & Ref.	94 $\frac{1}{2}$	95 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Am. Steel & Ref.	112	112	112	112
Am. St. Fr. new	14 $\frac{1}{2}$	15 $\frac{1}{2}$	14 $\frac{1}{2}$	15 $\frac{1}{2}$
Am. Sugar	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Am. Tel. & Tel.	140 $\frac{1}{2}$	140 $\frac{1}{2}$	140 $\frac{1}{2}$	140 $\frac{1}{2}$
Anacardia	48	48	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Atchison	117 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Atchison	108 $\frac{1}{2}$	105 $\frac{1}{2}$	104 $\frac{1}{2}$	104 $\frac{1}{2}$
At Coast Line	132 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$
Balt. & Ohio	119 $\frac{1}{2}$	120 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{1}{2}$
Ban. & Trust	78 $\frac{1}{2}$	79 $\frac{1}{2}$	78	78
Canadian P.	155 $\frac{1}{2}$	168 $\frac{1}{2}$	155 $\frac{1}{2}$	166 $\frac{1}{2}$
Can. Leather	52 $\frac{1}{2}$	53 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$
Can. Locomot. p.	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$	105 $\frac{1}{2}$
Cent. of N. J.	287	288	287	288
Ches. & Ohio	27 $\frac{1}{2}$	29 $\frac{1}{2}$	27 $\frac{1}{2}$	28 $\frac{1}{2}$
Chi. & Alton	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$	69 $\frac{1}{2}$
Chi. & St. W. "B"	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
Col. Fuel & Iron	44 $\frac{1}{2}$	45 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$
Com. Gas	139 $\frac{1}{2}$	141 $\frac{1}{2}$	139 $\frac{1}{2}$	140 $\frac{1}{2}$
Com. Products	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$	23 $\frac{1}{2}$
Del. & Hudson	194	194	193 $\frac{1}{2}$	193 $\frac{1}{2}$
Den. & Rio Grande	47 $\frac{1}{2}$	48	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Eric. & Int. Min.	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$	36 $\frac{1}{2}$
General Electric	165 $\frac{1}{2}$	166 $\frac{1}{2}$	165 $\frac{1}{2}$	166
Gl. Nor. p.	150	151 $\frac{1}{2}$	150	150 $\frac{1}{2}$
Gl. Nor. Ore	76 $\frac{1}{2}$	76 $\frac{1}{2}$	76	76
Illino. Central	155 $\frac{1}{2}$	155 $\frac{1}{2}$	154 $\frac{1}{2}$	154 $\frac{1}{2}$
Interb. Met. p.	48	48 $\frac{1}{2}$	47 $\frac{1}{2}$	47 $\frac{1}{2}$
Kim. City S.	45 $\frac{1}{2}$	46 $\frac{1}{2}$	45 $\frac{1}{2}$	45 $\frac{1}{2}$
Kansas & Texas	42 $\frac{1}{2}$	42 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$
Louis. & Nash.	145 $\frac{1}{2}$	145 $\frac{1}{2}$	145	145
Missouri P.	73	73 $\frac{1}{2}$	73	73
National Lead	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
N. R. of M. 2d prof.	25 $\frac{1}{2}$	25 $\frac{1}{2}$	25 $\frac{1}{2}$	25 $\frac{1}{2}$
N. Y. Central	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
North. Central	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$
Ontario & Western	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Penns. & Gas.	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$	116 $\frac{1}{2}$
Penns. & Gas. new	158 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$
Pressed Steel Car	43 $\frac{1}{2}$	44 $\frac{1}{2}$	43 $\frac{1}{2}$	44 $\frac{1}{2}$
Reading	156 $\frac{1}{2}$	157 $\frac{1}{2}$	156 $\frac{1}{2}$	156 $\frac{1}{2}$
Republic Steel	33 $\frac{1}{2}$	33 $\frac{1}{2}$	33	33
Rock Island	35	35 $\frac{1}{2}$	35 $\frac{1}{2}$	35 $\frac{1}{2}$
Rock Island p.	73 $\frac{1}{2}$	74 $\frac{1}{2}$	73 $\frac{1}{2}$	73 $\frac{1}{2}$
Short-Shot S. & L.	84 $\frac{1}{2}$	85 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Southern Pacific	15 $\frac{1}{2}$	15 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Texas Pacific	55 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Third Avenue	20	20 $\frac{1}{2}$	19 $\frac{1}{2}$	19 $\frac{1}{2}$
Twin City Bk Tr	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Union Pacific	158 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$	158 $\frac{1}{2}$
Union Pacific p.	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
U. S. Rubber	39	39 $\frac{1}{2}$	39	39 $\frac{1}{2}$
U. S. Rubber p.	116 $\frac{1}{2}$	117 $\frac{1}{2}$	116 $\frac{1}{2}$	117
U. S. Steel	72	72 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$
U. S. Steel p.	127 $\frac{1}{2}$	128 $\frac{1}{2}$	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Wabash	57 $\frac{1}{2}$	57 $\frac{1}{2}$	56 $\frac{1}{2}$	56 $\frac{1}{2}$
Wisconsin Central	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$	52 $\frac{1}{2}$

## BONDS.

	Opening	High.	Low.
Am. T & T ex.	105	105	104 $\frac{1}{2}$
Atchison Adl 4%	94	94	94
Atchison gen Adl	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
Den & Rio Grande fd	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$
Erie ex A.	66 $\frac{1}{2}$	66 $\frac{1}{2}$	66 $\frac{1}{2}$
Interb. Met 4 $\frac{1}{2}$ s	80 $\frac{1}{2}$	80 $\frac{1}{2}$	80 $\frac{1}{2}$
Japan	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
Japan 4 $\frac{1}{2}$ s	64 $\frac{1}{2}$	64 $\frac{1}{2}$	64 $\frac{1}{2}$
Japan 4 $\frac{1}{2}$ s new	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
S. Y. City 4 $\frac{1}{2}$ s new	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
S. Y. City 4 $\frac{1}{2}$ s new	101 $\$		

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## THE HOME FORUM

## KNOWING THE TRUTH

The question "What is truth?" is as old as the history of human thought. Is there an absolute standard of truth? and if so, can it be apprehended by human consciousness? The scholastic type of thought sees truth in relative phases of experience. It follows the indications of finite sense in forming estimates and arriving at conclusions. From this point of approach absolute truth must, in the very nature of the case, prove unknowable.

To the open vision of the seer or spiritual minded seeker for light, however, it appears quite otherwise. The illumination of spiritual sense opens up the realm of absolute truth by bringing human consciousness into touch with the supersensible realities of being, which "eye hath not seen, nor ear heard." This evidence of "the coincidence of the spiritual idea of man with the divine Mind" (Science and Health, p. 194) acquaints human consciousness with a standard which determines beyond all appeal the deceptiveness of material learning or information based on the testimony of the so-called physical sense. Knowledge of the latter description pertains only to symbols and shadows and furnishes no fixed criterion of Truth.

The truth to which Christ Jesus came to "bear witness" was wholly apart from this fluctuating, uncertain sense of things; nor is any evidence of the absolute quality of truth to be had otherwise than through the revelations of spiritual perception. Truth is heard by spiritual sense as a voice speaking with authority; while material sense listens to the confusing echo of its own inarticulate utterances. The spiritually enlightened thought is like the spring which gives forth freely because its channels are filled from an unfailing source; the materially fed thought is like the pool which stagnates for lack of a replenishing source.

The vitality of Christian Science, or provable Christianity, is explained by the fact that it represents the spontaneous expression or unfolding of the divine idea in human consciousness. Its source is infinite Mind, outside the confines of conditioned, finite human mentality. Traditional theology, speculative philosophy, and material science, on the other hand, have no basis in spiritual reality, and can, therefore, produce no evidence of a vital character in support of their claims. "Advancing to a higher plane of action, thought rises from the material sense to the spiritual, from the scholastic

to the inspirational, and from the mortal to the immortal." (Science and Health, p. 256.)

Christian Science is not merely a system of doctrines about God, man and the universe to be believed and exploited; it presents truth as something to be assimilated through experience, put to use, and demonstrated in concrete expression. It is sometimes assumed that the methods of Christian Science are calculated to narrow thought and discourage originality, by limiting the pursuit of knowledge and interfering with individual freedom. On the contrary, however, the rationale of this Science opens the way to expansion of thought and broadening of experience. The end of the manual of Christian Science practice is fulfilled in directing and protecting the unfolding thought "until Christ be formed in you"—in the individual consciousness—as Paul expresses it. Unless the spiritual standpoint or outlook upon life is gained, the liberation of thought results in a babel of conflicting opinions and systems. We can think for ourselves, in a real and scientific sense, only as our perceptions of truth accord with God's idea, so that Truth and its mirrored reflection appear face to face, as in a glass.

Through study of the Bible, as its underlying meaning is opened up in the works of their Leader, Mrs. Eddy, students of Christian Science come by degrees to grasp for themselves the standpoint from which Christ Jesus apprehended all questions—the standpoint which enabled him to triumph over every phase of moral and physical discord. To establish and retain in consciousness this point of view is possible only as our thought is constantly refreshed by referring to the ideal set forth in the Christian Science textbook. Thus we may come gradually to realize in experience the meaning of the phrase, "whose seed is in itself"—the consciousness of truth which is self-sustained and self-renewing in that it represents the perpetual reflection of the divine Mind.

Who can in reason, then, or right, assume Monarchy over such as live by right? His equals; if in pow'r and splendor less, In freedom equal? —Milton.

## Busy Man in Maine

An envelope from a Maine village gives upon its face the record of a busy man—in fact, he must be about the busiest man in Maine. His activities are blazoned forth in this wise:

Dealer in General Merchandise,  
Gasoline Engines  
and Launch Supplies.  
Justice of the Peace,  
Notary Public,  
and Trial Justice.

Real Estate Agent,  
Agent for Fire and  
Life Insurance.

Correspondent for the Daily Papers.

It would seem that here was enough to keep a man fairly busy, but it is not all. Turning over the envelope the busy man's face appears, with the information in type of varying blackness that he makes and sells balsam spills. These, it appears, are simply twigs from the fir balsam tree all ready to be stuffed into pillows.—Exchange.

## The Season's Crops

At this time of gradual recuperation in business on this continent, it is a great moment that the United States is promised the largest corn crop in its history. For the first time on record the yield of this most important cereal is likely to rise over the 3,000,000,000 bushel mark. The indication for the oat harvest is that it will all but touch the previous high record. A pretty heavy wheat crop is expected, and it will probably bring unusually good prices. According to this optimistic forecast, the United States railways will have plenty of business in hauling the grain to market, and the farmers will have so much money that they will hardly know what to do with it.—Toronto News.

It is the greatest courage to be able to bear the imputation of the want of courage.—Henry Clay.

## At Plymouth in the Year 1623

All their victuals were spent, and they were only to rest on God's providence; at night not many times knowing wher to have a bit of any thing ye next day, and so, as one well observed, had need to pray that God would give them their daily bread, above all people in ye world. Yet they bore their wants with great patience & alacrity of spirit, and that for so long a time as most of two years; which makes me remember what Peter Martire writes (in magnifying ye Spaniards) "They," saith he, "led a miserable life for 5 days together, with y parched graine or maize only and that not to satiety."

But alas! These, when they had maize (tis Indian corn) they coul'd it as good as a feast, and wanted not for 5 days together, but some time 2 or 3 months together, and neither had bread nor any kind of corne. . . . The Lord in his goodness kept these his people, and in their great wants preserved both their lives and healthes; let His

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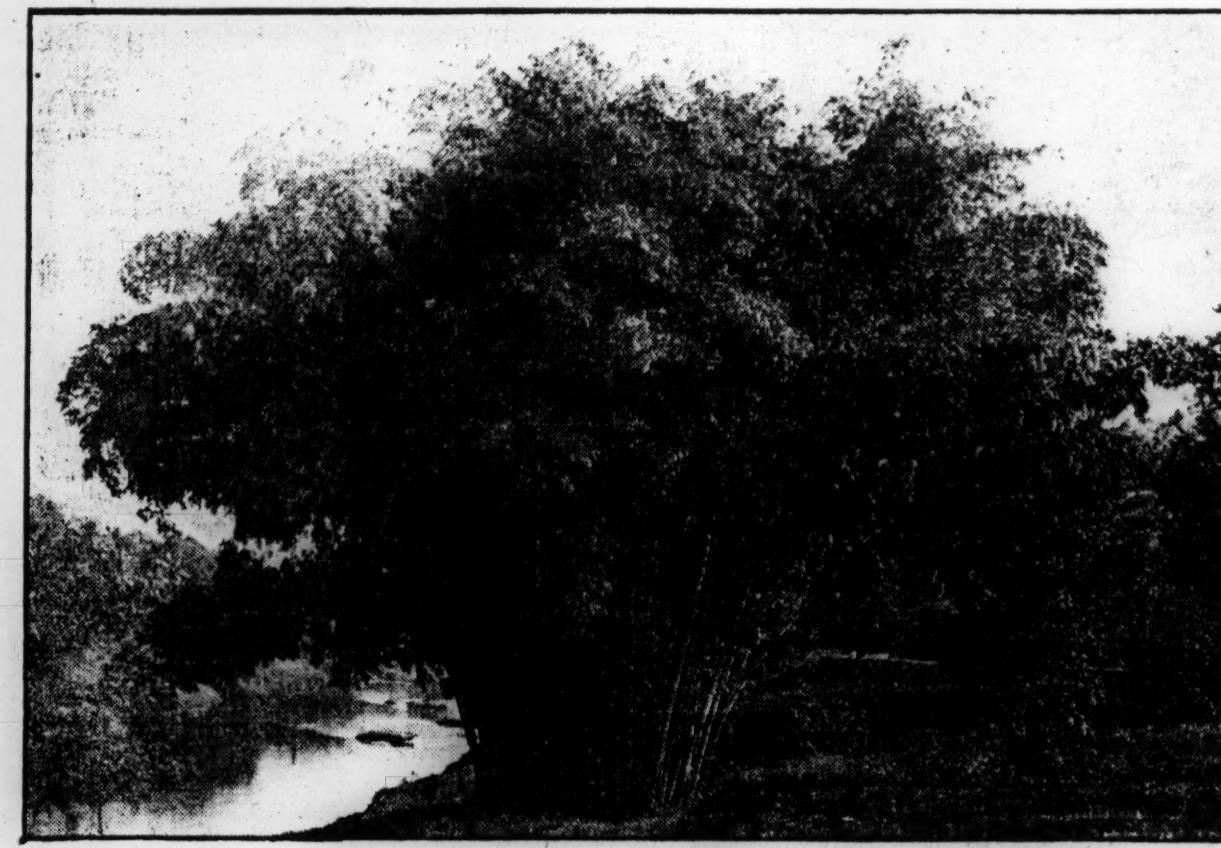
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## Bamboo on the Island of Ceylon

A GROUP OF BAMBOO.  
In the Peradeniya gardens, Kandy, Ceylon.

The uses to which bamboo is put include almost every service of mankind. The stems and shoots afford an almost unlimited variation of size. They are light, elastic and usually hollow, except at the joints, which are hard partitions. Bridges are made of bamboo, so are masts, joists, poles and water pipes (when the partitions are removed), and sections from large branches serve as pails, the natural partition giving the bottom of the pail. Canes, flutes, bows, arrows and quivers all may be made from these hollow stems. Split, they serve for nets, hats, wickerwork, umbrellas. Parts of

the leaves of certain species are used for paper and for thatch, and the young shoots may be used as food, boiled or pickled. The seeds are edible and hedgehogs of the thorny bamboo serve as defense. Many of the species are of very rapid growth, and have attained a height of 20 feet in less than two months, even in greenhouses. The clumps of bamboo grow to enormous size. The stems are without branches till the full height is reached, when a thick growth of horizontal limbs is developed and the great groups of flowers appear.

The cut shows a clump of bamboo from the gardens of Kandy, Ceylon. This island in the Indian ocean, south of Hindustan, was known to the Greeks as Taprobane. In 543 B. C. it was conquered by an Indian prince and the Hindoo civilization flourished there a long time. The Portuguese, and afterward the Dutch, became traders there. The Dutch introduced a system of canals. In the latter part of the eighteenth century the British took possession through certain trade complications with France and Holland, and after a time the people petitioned the British to rid them of the tyranny of the King of Kandy, who ruled the interior of the island. The King was taken and sent a prisoner to India, and since then the island has been entirely under British rule.

**Salt Seasoned Timber**  
A workman was packing salt about a pile of timber.

"Seasoning timber with salt, eh—it sounds like a joke, doesn't it?" he said.

"It's often done, though, especially in ship timber. Ships built of salt-seasoned timber get better insurance rates."

"Some rich woods are seasoned in boiling oil. That's an ancient and costly process."

"A new dodge is electrical seasoning. With strong electrical shocks the sap is driven out of the wood and replaced by a solution of borax and resin. The scheme is cheap; not half as good as salt."

—Philadelphia Bulletin.

## Beaver Hats

The beaver, which appears on Canada's coat of arms, is thus discussed in the Toronto Mail and Empire:

It was not because of its virtues, but on account of its prevalence in this country, that the beaver, as long ago as the beginning of the seventeenth century, was declared to be the emblem of Canada. Its first official recognition was by Charles I. in creating the order of the Knights of Nova Scotia. Not much was known about Canada at that time, but it was known that the beaver was to be found everywhere the explorers penetrated. The traffic in the pelts of these little animals was probably the first export business in the history of the country, and as it grew it added greatly to the wealth of English fur dealers and hat manufacturers. It was found that the beaver skins made the best of high hats; and down to the beginning of the nineteenth century every "topper" was a beaver.

In 1810 came the discovery of silk plush, which made a more attractive, if not so durable, hat than the shaggy beaver.

It is the greatest courage to be able to bear the imputation of the want of courage.—Henry Clay.

## Our Historical Pageants

The devotion with which we are now going in for reconstituting our history may be due in part to the traditional view we put into our play. But at the same time it is quite plain that there is stirring within us a quickened sense of the past which has hitherto found its chief expression in our numerous associations of sons and daughters of something or other. Add to this a latent fondness for the picturesque which is usually denied us as a people given over to the cultivation of wealth and ugliness.

For some time to come our sensibility to the call of the bygone centuries must contend with the capital fact that our most epic past lies so close to the present day, and largely even within the present.—New York Post.

Cross against corslet,  
Love against bated,  
Pencey for war-cry!  
Patience is powerful;  
He that overcometh  
Hath power o'er the nations!  
—Longfellow.

## PICTURE PUZZLE



What small European country?

## Books

Cowper once said: "I have wondered at the patience of the antediluvians; their libraries were insufficiently furnished; how then could 700 or 800 years of life be supportable?"

"A man may be judged by his library," wrote Bentham, and Professor Sidgwick said: "A library is itself a cheap university."

"Sin can give no wound beyond love's power to heal."—Whittier.

## The News of Waterloo

A Page of Interest to All  
the Family

It is difficult to realize today that even one word from the battle of Waterloo was 24 hours reaching England. The Westminster Gazette says:

The first message was brought by a vessel of the Rothschilds. The message was in the form of a "Gazette Extraordinaire" issued in Brussels and contained the single line, "Great Victory of the English." This reached New Court about midnight on June 19. The second message was brought by Rothschild's agent at Ghent. He had been present at the announcement of the victory to Louis XVIII, at 1 o'clock on the nineteenth by Count Pozzo di Borgo, who was sent straight from the battlefield by the Duke of Wellington for the purpose. He reached London the afternoon of the twentieth.

A century ago few people were alive to the importance of a rapid transmission of news. By means of special couriers and special vessels, and also by rewards to the captains of the ordinary packet boats and the guards of the royal mail coaches, Rothschild found in a very easy matter to outstrip the ordinary vehicles

of public information. In the spring and summer of 1815 his agents covered all over the seat of war, and he was easily the best informed man in England.

Shortly before the battle of Waterloo, Rothschild, with a keen eye to the topography of the coming struggle, sent his brother in law to Dunkirk to organize a fresh news agency there with an express service to Brussels. By this route the land journey was a trifle longer than by the ordinary route, which was favored by all his competitors, as well as by Wellington himself, but it had the great advantage of a much shorter sea crossing. The final victory was easily announced in an extra gazette issued about midnight. This was obtained by Rothschild's agent and a courier was sent off post haste to Dunkirk. There he handed his precious gazette to Captain Cullen, who was waiting off the port, and who immediately weighed anchor for Deal. The Dover agency in England had an express rider in readiness, and by means of relays of post horses the news was placed in Rothschild's hands some time during the night of Monday.

## Britain's Aerial Visitor

The announcement of a Bayard-Clement military airship for England has caused a lively and natural interest in Paris, says a writer in the Pall Mall Gazette. Every newspaper speaks of it, and it is the subject of conversation in the clubs. Some pride is felt in the French nationality of the constructor of this new aerial squat, probably destined for the British army.

The new machine is to be the greatest that plows the air, and is to have many improvements of a new type. The volume of the ship is to be 6500 cubic meters, and its length 90 meters.

The great point about the Bayard-Clement is its speed. It is the speediest afloat in the heavens. It develops 60 kilometers (37 miles) an hour, a good average speed for a terrestrial motor.

Aerial navigation is a question of speed, supposing you have a barge traveling 12 kilometers an hour and your ship only makes 10, obviously it fare not leave its "hangar" because it cannot return; it can only travel in one direction.

If the speed of airships can be increased to such a point that the vessel becomes independent of the strength of the wind—that is to say, always superior to it—then it can perform its functions in a storm.

Every government in Europe and three republics in the new world have inquired for the Bayard-Clement ships.

London is busy building a garage for the coming airship, finding it a more difficult visitor to entertain than an elephant on its hands. The dock for the airship is enormous, and stands a hundred feet above the ground.

## Lord Morley's Style

"No one can lay down any book of Lord Morley's without feeling braced, stimulated, deepened, without becoming more conscious of the nobility of life," writes Mr. Cecil. "Too greatly suffused with moral emotion to possess the hard and brilliant clarity of the French school with whom he has lived, his style has a terse argumentative vigor which makes it an excellent model for educated orators, together with a certain stateliness of motion reminiscent of the grand manner. The calm which is required of the highest literature as of the highest art is not there. He is too anxious to have us agree with him, too constant in pressing his views."—Public Opinion.

## Foam Flowers

The sea is white with marguerites—  
A sudden garden of the breeze,  
The driven flowers of the foam,  
Like gusty blossoms off the trees.

My hedge is e'en a white-capped sea,  
A squatly of fresh-blown marguerites;  
A floral mere of petalled form,  
Whose tempest gainst my garden beats.

—Stephen B. Appleton in Appleton's.

To all which may achieve and cherish a lasting peace among ourselves and all nations.—Lincoln.

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## Children's Department

## The Sunshiners

"Kind hearts are the gardens,  
Kind thoughts are the nests,  
Kind words are the blossoms,  
Kind deeds are the fruits."

This sunshine garden blossoms for us the whole year round, but during the month of July we especially cultivate the other kind, the one filled with "really and truly" flowers. I want to ask you who have gardens—to see that every flower that can be spared shall be made a messenger to bear sunshine, that everybody who has no flowers shall be given a bouquet in July. This is a request of the Ladies' Home Journal that goes on: Last year Minnesota was the banner state in the distribution of flowers. Minneapolis Sunshiners through their official organ, the Minneapolis Journal, sent out a call in the shape of a half-page advertisement asking all who had gardens to make up as many bouquets as they could and have them ready for the Sunshine automobile that would call for them. Either a postal-

card sent to the Sunshine headquarters or a telephone message gave the address.

The first day there were sixty responses.

This was so unexpected that a plea was made for the loan of automobiles.

Touring-cars piled high with blossoms were seen in all parts of the city every day far into August, the aster season.

The city furnishes Sunshine headquarters in the court house, and never before nor since has it appeared so gay and bright. Minnesota alone last year distributed more than 30,000 bouquets, not to speak of the baskets and boxes of flowers delivered by messengers.

"Till Tomorrow"

Teacher—Johnny, what is the meaning of the word "procrastinate?"

Pupil—To put off.

Teacher—Right. Use it in an original sentence.

Pupil—The brakeman procrastinated the tramp from the train.—Cleveland Leader.

# THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

## EDITORIAL

Boston, Mass., Monday, July 19, 1909.

### For Downward Revision Now

THE VOICE of the country has been heard in Washington, and, from all present appearances, it will be heeded. Where there has been wavering with regard to the fulfillment of a pledge and a duty there is firmness now. Not the least remarkable phase of the changed situation is the fact that the most pronounced advocates and makers of high schedules are now claiming that they have all the time been in deep sympathy with downward revision. Speaking of the President's statement, the purpose and tendency of which was to upset the plans of the upward revisionists, Speaker Cannon says: "There is nothing new in this. There is nothing that every good Republican cannot subscribe to. The President is right; the tariff will be revised downward." The despatches tell us, indeed, that a most harmonious feeling exists between the President and the leaders of both houses of Congress, and even Senator Aldrich is working to give the country a tariff bill that will meet with its approval.

All this bodes well for the nation, although the interests of party may have taken precedence of it in the minds of those who have been moved finally by the President's warning and his implied threat of a veto. It is not going too far to say that the concessions granted in the last few days mark the beginning of the end of the protective system, for these concessions include a tariff board, the basis of a tariff commission which will take the framing of tariff bills out of the hands of the committee of ways and means, and which will eventually remove all duties on imports intended not for revenue only, but, rather, for the protection and upbuilding of special interests.

The country will not complain if the Republican party derives profit from the decision of its leaders to stand by the people rather than by the monopolies and trusts; but, on the other hand, that party must not complain if popular approval of its course seems to lack enthusiasm. It would have been more worthy of applause and reward had it done voluntarily what it now seems ready to do under pressure. However, there is cause for satisfaction on every ground, and especially because the change for the better in the situation at Washington is mainly due to the influence of popular sentiment.

ACCORDING to the estimate of Colonel Goethals, chief engineer of the Panama canal, the cost of that undertaking will reach \$397,000,000. Up to the present time the amount of canal bonds authorized by Congress is \$130,000,000. Of this amount \$86,000,000 has been issued. Congress will be asked to authorize the issuance of bonds to the extent of the Goethals estimate, and from the additional issue the treasury would be reimbursed for the \$50,000,000 cash used in 1903-04 to purchase the plant and title of the French Panama Canal Company, and also the \$10,000,000 given to the republic of Panama for the right of way across the isthmus.

The money advanced by the treasury on Panama canal account is needed to meet the ordinary expenses of the government. It ought to have been repaid out of the proceeds of the first Panama canal bond sale. This was not done; on the contrary, the treasury was called upon to advance funds to pay for construction work on the canal. President Taft maintains that the cost of the Panama canal should be regarded as a matter to be dealt with independently; the chairman of the House appropriations and the Senate finance committees, and, in fact, the leaders in both houses of Congress, hold similar views. Financiers in general have pronounced it good policy to cover the cost of the enterprise by a bond issue. At the present time, with the commendable view of making a good showing for his department, as well as for other and substantial reasons, the secretary of the treasury urges the proposed blanket bond issue out of which the treasury may be reimbursed.

There will be little opposition to the view that the next generation should pay its share of the cost of the canal. This it will be called upon to do in case the proposed bond issue shall be authorized, and this will be only fair to the taxpayers of the present period. The only point which will give rise to serious disputation will be that raised with relation to the cause of the deficit in the treasury this year and last. Ardent supporters of Mr. Roosevelt are holding that the reversal of conditions in the treasury under his administration—the wiping out of surpluses as well as the creation of deficits—is properly attributable to the demands made upon it by the Panama canal; those who are not so friendly to the late administration claim that the drain on the treasury was due to extravagance.

The country is pretty well informed with regard to this matter now, and, while it stands for retrenchment and economy under Mr. Taft, it is hard to see the wisdom of injecting politics into the question of financing the undertaking on the isthmus.

### The States and the Lakes-to-Gulf Waterway

HOWEVER forcibly the project may be presented theoretically, and however enthusiastically it may be supported locally or sectionally, the fact remains that the country at large is not at present disposed to assume the cost of the Lakes-to-Gulf waterway. One reason for this, and at present the strongest one, is that the country is far more desirous of relief from old obligations than of taking on new ones. The demand for retrenchment in national administration is almost universal. It has become clear to the people that the pace which the nation has been striving to maintain during the last few years cannot properly be continued. It is becoming equally clear to the people that the national government cannot do everything, and that it should not be called to attempt to do everything.

However, the Lakes-to-Gulf waterway is an enterprise which, were the circumstances different, might well enlist national aid, and the circumstances may be so altered in the next few years that this aid will be granted. In the meantime the promoters of the undertaking will be wise if they lose no time waiting for government appropriations. The thing that will go farthest toward convincing the country of the deserving character of the project will

be some tangible evidence of local and sectional faith in the enterprise, manifested in a determination on the part of those most interested to put it through in any event.

Illinois has already exhibited its faith by investing millions in preliminary work. That state, it is understood, is willing and ready to increase its contributions toward the furtherance of the movement. If it shall be joined by all the other states which the waterway is intended to serve and expected to benefit, the work can be carried on to such an extent that the United States will not only be disposed to take a hand in the enterprise but will insist on controlling it.

It is estimated that a channel from Chicago to St. Louis will cost \$30,000,000; the board of army engineers which recently reported on the subject, placed the cost of a channel from St. Louis to the gulf at \$128,600,000, making the total estimated cost of the waterway from lakes to gulf \$158,600,000. If the undertaking proves as profitable as its promoters claim, the states which are to share most directly in this profit can well afford to furnish the capital necessary to a beginning of the work. They can, at least, go far enough to prove to the country that the waterway is entitled to national aid.

At present such facilities as the Mississippi river offers for traffic are not being availed of. The volume of merchandise carried on that stream has actually been declining in recent years. This, although used for that purpose, is no argument against the waterway scheme. Nevertheless, it should lead to more energetic efforts on the part of the promoters of the enterprise with the view of proving to the satisfaction of the country that there is a real necessity and demand for a deep channel between the lakes and the gulf.

And one of the very first things to be done is to take steps toward the utilization of present water transportation facilities in the Mississippi valley, through their unification and standardization, so that when the greater waterway project shall be carried out it will not be an isolated channel.

### Ahmed Shah Kajar

SULTAN AHMED MIRZA, the crown prince, has been proclaimed Shah in place of his deposed father, Mohammed Ali. He is but twelve years old, and his kinsman, Azad-ul-Mulk has been appointed regent. Ahmed Shah is the seventh sovereign of the Kajar dynasty, which was founded late in the eighteenth century by Agha Mohammed and whose most notable ruler has been Nasi-ed-Din, grandfather of the deposed Shah. Like nearly all the preceding dynasties of Mohammedan Persia, the Kajars are aliens, a Turkish clan which had been forcibly transplanted by Shah Abbas the Great from the Caucasus to the southern shores of the Caspian.

Under the old regime, despotism was maintained through the monopoly of power held by the members of the clan, who were styled royal princes. The constitution was to have swept away this Turkish oligarchy under which Persia had groaned so long and from which even the rival power, the religious hierarchy, could not free it. When the religious leaders began to give their open support to the Nationalists, the ultimate success of the movement was assured, provided foreign interference could be kept out; but since the government of Persia, according to the doctrines of the Persian Mohammedans, should be a theocracy carried on in the name of the Mahdi, who is expected to appear upon earth at some future time, it is not easy to see how popular government can benefit by the alliance of Nationalists and mujahids. Moreover, the nucleus of the Nationalists is not of Persian, but, like the Kajars, of Turkish stock, which explains the relative apathy of the purely Persian provinces of the south.

A notable exception is the attitude of the Bakhtiari tribesmen from the southwest who recently joined forces with the northern Nationalists and thus made the occupation of Teheran possible. Their leader, Sardar Assad, is said to have aspired to the sovereignty and it is certain that he and his horsemen are grievously disappointed at the outcome which on the surface divides the power between the northern Nationalists, captained by the Sipahdar, and the Kajar clan, headed by the regent Azad-ul-Mulk. If the Bakhtiaris, instead of being brushed aside, had become the ruling power in Teheran, and their chief the first constitutional monarch of Persia, it would have meant the restoration of native rule; and it would seem that their expedition against Teheran was inspired less by constitutional than by racial motives. But it is the Turk, not the Persian, who plays the dominant role in constitutional Persia, as he had done under the despotic regime.

Behind the compromise which has apparently been effected between Constitutionalists and Kajars, one discerns the grapple of Russia with Ottoman power. Neither the Constitutionalists could stand without the backing of Turkey nor the Kajars without that of Russia; the Bakhtiaris, it was said, had counted on England. The entrance of Turkish influence into the Persian situation opens the way for European interference with the Anglo-Russian agreement; the latter, under such pressure, must either go to pieces or develop into an alliance of extraordinary force. The child on the throne is thrust into the thick of the most gigantic struggle since France and England fought for world supremacy. The only staff Ahmed Shah has to lean on, his only native resource, is the College of the Mujahids, and they, by the nature of their doctrine, must ever regard him as a usurper, at best a makeshift which is tolerated only until Persia shall be redeemed and Islam reunited by that myth, the Mahdi.

WE ARE the greater nation of the two, but President Diaz is the older of the two. The question naturally arises, then, which of the two Presidents at the El Paso meeting will be entitled to speak first? It seems like a small matter, but it might save embarrassment on both sides if such things could be regulated by international etiquette.

A CHICAGO newspaper is to be published in a dozen different languages, although up to the present time the publication of the right kind of a newspaper in one language is universally regarded as a considerable undertaking.

THE THEORY which prompts the installation of fireplugs at the big concrete Stadium is, perhaps, that some day a great public meeting may be held in the inclosure and that it may be "fired" with "burning eloquence."

THE NUMBER of riders in Pullman cars in 1908 was 18,000,000, and at an average of a quarter apiece the weight of the money they paid the Pullman porters would almost tip the globe.

**Beneath  
the  
Hudson**  
THE OPENING of the Hudson tunnels calls attention to the splendid engineering work which has been done in the face of many adverse predictions and obstacles, both physical and financial, which seemed to confront the projectors of the enterprise from the very outset. A total of \$55,000,000 will have been used in completing these tunnels, and there has been but little visible effort to solicit subscriptions. Capitalists have evidently been persuaded that the returns promised were sufficient to justify the investment as the plan is set forth.

Passengers arriving in Jersey City by way of the Pennsylvania railroad will now be given a choice between using ferry boats and traveling by tunnels, which carry passengers under the river to the Hudson terminal in New York city in a few minutes. This development is auxiliary to the tunnels now being constructed to carry passenger trains directly into New York city to the Pennsylvania railroad terminal uptown, which are now rapidly nearing completion, together with the great terminal station required.

The enormous amount of money invested in subway construction in and about New York city is almost startling in its significance. Hundreds of millions of dollars have been, and are being, expended in promoting these works and the 3,000,000 population which is conceded to New York are entering into possession of transit facilities unsurpassed in any other city of the world. Whether these facilities will keep growth with the increasing population remains to be seen, as it is estimated that the entire length and breadth of Manhattan island will be given over to business purposes exclusively within the next twenty years; but it is not difficult to see that the problem of transporting workers to and from the outlying districts to this center of commercial activity will continue to be one that calls for the best talent and highest skill that engineering development can produce.

### Valued Publicity

IT IS worth while to note progressive development in the attitude of the public service corporations toward their patrons, the public. The recent decision of the Philadelphia Rapid Transit Company to use the advertising columns of daily newspapers in its city to set forth a series of notes on the development of transit facilities, published under the unique heading "Transit Talks," only points the fact that this practise has been in vogue with the Boston Elevated Railway Company, the Boston Consolidated Gas Company and the New England Telephone & Telegraph Company in Boston and its suburbs for a number of years. In Philadelphia, as here, the results are notably good.

The public is certainly entitled to know the truth about situations which so intimately affect their daily comfort as that of transportation in and about the city, and some time ago in Philadelphia a partnership agreement was entered into between the Transit Company and the municipality which makes the citizens practically partners in the enterprise of transit development. That the value of publicity is beginning to be more fully recognized as an important factor in reducing the friction of public affairs to a minimum is very clear. Misapprehension and misunderstanding are the cause of many conflicting situations which can be avoided if the public is informed of that which intimately involves its interest. Already a feeling of better understanding has been created by the publication of these daily notes, and several experimental runs have been planned to relieve the congestion in certain parts of the city during rush hours as a further evidence of the desire of the transit management to obtain a better understanding with its patrons. It is noticeable, too, that the company has taken steps to relieve its employees of certain causes for grievance.

All of these things combine to effect a much more harmonious condition of affairs than existed previous to the recent strike in Philadelphia, and the lessons taught by the experience seem to be wholesome ones.

IT IS proposed by G. S. Weever, chairman of the publicity committee of the Interstate Cotton Seed Crushers' Association, that the cotton interests of the South unite in holding a monster cotton carnival in some representative southern city, possibly New Orleans, with the view of exhibiting to the world the New King Cotton, in all his majesty. We are told that, as tentatively outlined, the project contemplates the bringing together of southern, New England and European cotton spinners with specimens of their wares; representative southern farmers, with actual illustrations of existing methods of cotton production; government experts, with exhibits showing intensive and improved processes of cultivation; manufacturers and mill people, who would furnish exhibits to illustrate the great variety of present uses for by-products of the cotton seed, from "hogless" lard to toilet articles.

This is an ambitious and a commendable project. There is no longer any sectionalism, and even if there were, we of the North should be as deeply interested commercially in the success of such a carnival as the people of the South, for King Cotton is now a national character.

So, also, there is talk of a great corn festival in a representative western city, possibly Chicago, in celebration of the fact that the corn crop this year will, in all probability, reach the three billion bushel mark. For there is a King Corn as well as a King Cotton, and while each has his own particular set of admirers, supporters and followers, and each has his own set of subjects and dependents, each is an independent sovereign.

Singly, they could, if called upon to do so, come pretty near feeding and clothing all humanity from the vast storehouses at their disposal. We have other mighty princes, of course, but they differ widely from King Corn and King Cotton, the difference being noticeable in the fact that while these confer titles upon the two greatest staples of the country, the others have titles conferred upon them. That is, we have Oil Kings, Steel Kings, Lumber Kings, Copper Kings, Kings of the Wheat Pit, etc.

All of which goes to show that while we are republican in our governmental methods and democratic in our institutions, we are not entirely indifferent as to royalty, nor wholly ignorant as to certain of its distinctions and limitations.

PRESIDENT Taft's effort to win adherents to his program seems to be working out nicely.

### King Corn and King Cotton